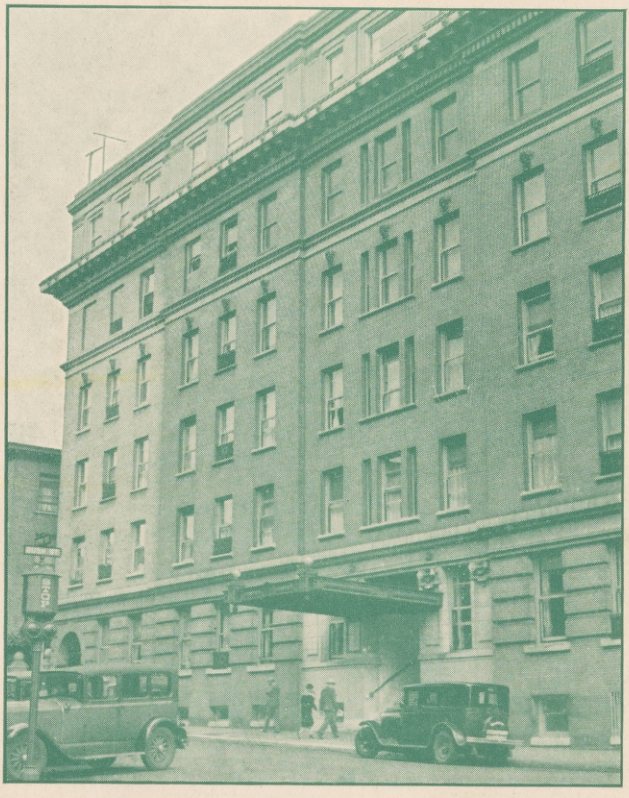
INSIDE TRACK



ST. FRANCIS HOSPITAL

SEE PAGE 1

BYLLESBY
MARKET STREET RAILWAY CO.
PIONEERS IN PUBLIC SERVICE

• NOVEMBER 1934 •

VOLUME 13 NUMBER 11

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 13 NOVEMBER, 1934 No. 11

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St. Francis Hospital
(on the Cover)

What could be more in keeping with the policies of Inside Track than to present here a picture of our hospital? There is no finer or more complete institution of its kind in the West.

Under the able direction of Dr. J. H. O'Connor, Chief Surgeon of the Medical Department of the Market Street Railway, all employes are given the best care possible, with courteous and efficient nurses to attend to employes' needs.

For the small sum of fifty cents per month, this institution is available to all employes of the company, whether the trouble be sickness or injury.

The main entrance of St. Francis Hospital which faces Hyde Street is featured on the cover this month, while the Bush Street side is shown in the picture on this page.

St. Francis Hospital is reached by Sutter Street cars Nos. 1, 2, and 3, also by the No. 19—Polk and Larkin Line.

Life Insurance Data

From September 1, 1934 to October 1, 1934

Name of Insured Employe	Employe Contributory Insurance	Company Free Insurance	Name of Beneficiary and Relation
James E. Ryan	$1,000	$1,500	Catherine C. Ryan, wife
William J. Gillen	1,000	1,500	Mary L. Gillen, wife

Insurance in Effect on October 1, 1934

	Number of Employes	Amount of Insurance
Free Insurance	2613	$3,668,750
Contributory Insurance	2078	$3,294,000

Alvarado School Children Build Model Street Car

The ambitions of the youngsters of the kindergarten class of Alvarado School have been realized in the building of a model street car, as shown in the picture, all done by their tiny hands, with helpful suggestions to them from Miss Cicely O'Connor, principal of the school.

On Monday, October 15, Mrs. Helen A. Doble, in charge of Women's Division, and hostess of the Students' White School Car, accompanied by Messrs. Earl G. Ryan, editor, and Harry Mentz, photographer, all of the company, went forth to visit Alvarado School at 22nd and Douglas Streets.

While walking to Market Street from the office, a matter of a block, they discussed the car they would take to get out there.

"I'm sure we take the No. 11 car which goes right to the school," suggested Mrs. Doble.

"Oh no, let's get on the No. 8 car; that will bring us right past the school," offered Mr. Ryan.

"Yes, that's right," said Mr. Mentz.

Majority, of course, being the rule, the three representatives of the Market Street Railway boarded the No. 8 car, but not without considerable doubt in the mind of Mrs. Doble. She had been over that way before in the School Car and didn't remember going by way of the No. 8 route. However, she decided the gentlemen must be right and would not say anything more about it.

After riding for a while, it dawned upon them to ask the conductor just how far they'd have to go before they reached the school. He told them to ride to the end of the line, and then when they got off the car, to walk up the hill and the school was right there. They did so, and after climbing over a steep hill, and down many, many steps, they finally arrived at the school.

They found the kindergarten class waiting for them as the children had heard from their teacher, Miss Anita Rhoades, that they were to have their pictures taken in the miniature street car that morning. They had chosen as their model, a No. 11 car—the Mission-24th Street Line—car 472.

Motorman Amandus Drewes, 54 Seward Street, is at the controls, while Conductor Fred Hodges, 1450 Castro Street, who is on the alert for passengers, has courteously stepped down to help a passenger, Norma Lee Roach, 3966 22nd Street, on the car. The passengers seated inside the car are Nancy Cleary, 740 Diamond Street; Dolores Sullivan, 535 Jersey Street, and little Kenneth Ryan, 513 Eureka Street.

The car is an excellent piece of work on the part of these youngsters and their teacher, Miss Rhoades, and shows a lot of very good ideas from their young minds. See the posters inside the car, one of our street car, too, and notice how cleverly the window cords have been utilized to hold the trolley pole in position. The drapes on the windows

also look as though they belong on the model car. The children are indeed to be complimented, and credit to be given their teacher for her patience in guiding their work along such interesting and useful lines.

After leaving Alvarado School the question in everybody's minds was how to get back on the right street car. So, while the others were presumably occupied with other matters. Earl Ryan asked the conductor in a low voice, "Can you tell us which car we take back?" "Sure," was the quick response, "You take this number Eleven Car," which all interested parties heard. He thanked the young conductor, and bidding them all goodbye, also thanking them for a very pleasant visit, the visitors departed amidst many chuckles, on the No. 11 car, which was waiting for them right outside the door.

What! No Baby Pictures?

We really did not think we would have to send out another bid to the proud daddies for pictures of their young sons and daughters.

In a special article on page six of last month's Inside Track a request was made of **all departments** not represented by the divisions to send in their baby pictures for a special double page to be made up as soon as we had all the pictures.

To date, the response has been nil. Which hardly seems believable, with so many proud daddies in all departments.

So will you **all** be so good as to send these pictures at the earliest possible moment? You know how time flies. Send prints (no negatives, please!) to the Editor of Inside Track, Room 707, 58 Sutter Street.

And, we hope to see all the babies, don't forget!

(1884)

Street Railway System

NOTICE TO EMPLOYEES

MARKET STREET CABLE RAILWAY COMPANY

MECHANICAL DEPARTMENT

On FEBRUARY 1st, MR. JOHN T. WILSON will enter upon the duties of his position as Superintendent of Machinery, Rolling-Stock and Roadway. He will have the general supervision of the various mechanical departments of the Road, and of the men employed therein.

The FIRST ENGINEERS at Engine-Houses will act as Foremen thereof. They will have full charge of their respective engines, boilers, and fuel, and of the Machinists, Engineers, Firemen, and Blacksmiths employed at their respective Engine-Houses, as also of the work performed by them.

MR. FRED A. TUCKER has been appointed Foreman of Outside Road Machinery, Road-bed and Grips—including Cables, Pulleys, Turn-tables, and other appliances in use on the road; and will have charge of the men employed in working and using them.

☞GRIPMEN and Motor-Engineers will be responsible to this department for the proper handling of their grips and engines, and to the Superintendent of the Road, Mr. C. B. Gould, in all other matters.

MR. T. J. THOMAS will continue as Foreman of Construction, Renewals and Repairs, and will have charge of all work which may be required on Road Machinery, Buildings, etc., whether repairs or otherwise—under the direction or knowledge of the Foreman of Road Machinery, etc.

MR. ROBERT BARTLAY will act as Foreman of Car Repairs, under the direction of the Superintendent of Machinery, Rolling-Stock and Roadway. He will have charge of the Repair-Shops on all lines, and will attend to the needed repair to cars, including painting and cleaning. REPAIRS TO GRIPS must be made under the direction of the Foreman of Road Machinery, Road-bed and Grips.

ALL REQUISITIONS for materials and supplies must be submitted to the Superintendent of Machinery, etc., before purchases are made.

OPERATING DEPARTMENT

MR. A. J. ALLEN will continue as Superintendent of Stables, and will have charge of the Company's horses and the men employed in and about the Stables.

CAR DISPATCHERS will have charge of the Car Houses and the supervision of men in car-service on their respective Lines, under the direction of the Superintendent of the Road, as follows:

John T. O'Brien, on the Valencia Street Line.

A. W. Barron, on the Haight Street Line,

B. F. Lee, on the McAllister Street Line,

H. O. Rogers, on the Fifth Street Line,

George Fogg, on the Hayes Street Line.

They will see that any lack of accommodations for passengers, to the extent of the cars on their respective Lines, is promptly reported to the Super-

intendent, and that passengers at the Stanyan Street termini are not unnecessarily detained there.

ACCOUNTING DEPARTMENT

Mr. C. J. ROBINSON has succeeded Mr. Harrison as AUDITOR. All bills, vouchers, time reports of employes, etc., and correspondence in relation to accounts, must be sent to his address.

MR. J. A. FAIRBANKS has been appointed CONTROLLER, and will have charge of the clerks employed on daily reports in Receiving and General Offices, also the custody of the ALARM REGISTERING PUNCHES or OTHER DEVICES for collection of fares in use under this System.

REMITTANCES and correspondence relating thereto, will be sent to the address of N. T. SMITH, TREASURER, as heretofore.

OTHER ROADS

THIS NOTICE is also applicable to employees of the MECHANICAL and the ACCOUNTING DEPARTMENTS of the Park and Ocean and Potrero and Bay View Railroads.

Approved,
CHAS. F. CROCKER,
Vice-President.
San Francisco, January 31, 1884.

J. L. WILLCUTT,
Secretary and Manager.

(1934)

The Byllesby Code

"Deal honestly, fairly and lawfully with all concerned. Make your business and personal conduct above reproach.

"Your business will be most profitable if you charge the lowest possible rates and develop the largest volume of service.

"Try and set a high business standard. Keep the cards on the table. We want no secret deals, no favoritism, no corruption. Sooner or later the people will understand. This course may cause you harder work for a time, but eventually it will make it easier.

"Never forget that your company is a public servant that wants no dollar that it does not fairly earn.

"Take the people into your confidence. Give them the facts.

"Treat your customers as human beings, realizing that mutual good faith and tolerance form the basis for successful commerce between man and man.

"Participate in the public and semi-public welfare activities of your city.

"Maintain the old-fashioned virtues. They will always win in the long run. We are back of you to the last dollar as long as you do your honest best, but we will not forgive any act that is not clean and honorable."

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER
R. A. LYONS

SR. VICE COMMANDER
J E. McDEVITT

JR. VICE COMMANDER
J. A. STRELESKY

QUARTERMASTER
H. E. COOLEY

ADJUTANT
RALPH STRAWN

CHAPLAIN
D. S. FLOWERS

JUDGE ADVOCATE
R. L. EMERSON

OFFICER OF THE DAY
HENRY PFEIFFER

SURGEON
J. N PENNICK

TRUSTEES
D. S. FLOWERS
E. H. JEWELL
GEORGE TYERS

The new officers listed above were elected at the meeting of October 12, 1934, to serve for the ensuing year.

The October 26th meeting was a short and snappy affair, with only the necessary business given attention, and early adjournment was taken to help the Sisters of the Auxiliary with their first venture in promoting a bazaar.

And what a successful venture it was! Amid tables laden with needlework, pictures, pies, cakes, candies and groceries, the ladies became super-saleswomen. How those sales talks went over, and if you think the Sisters are not proud of their first undertaking, just ask them!

Many nice pieces of needlecraft and other works of art were purchased outright or raffled off. Frank Silveira was the lucky winner of nearly a wagon load of groceries.

"Scotty" Butcher and Phillip Schiavi entertained with song and accordion solos.

As we go to press, arrangements are being made for a joint installation of the newly elected officers of the Post and Auxiliary to be held in the Main Auditorium of the War Memorial Building, THURSDAY EVENING, NOVEMBER 8. The date is set ahead as the Auditorium is not available for Friday evening. The Entertainment Committee has given their assurance of a good time for all.

Next meeting nights—November 23 and December 14.

Community Chest for 1935

One Neighbor In Four Needs Your help.

This is the slogan of the Community Chest campaign, and illustrates graphically the extent to which the Chest serves the people of San Francisco.

"Despite governmental relief more people are dependent on Chest agencies," states J. H. Threlkeld, chairman of the campaign committee. "Total relief given to the people of this city by the government during August averaged $23.60 per family. Necessary aid and services which cannot be purchased out of this slender budget must be provided by Chest agencies unless there is to be increased cost to the taxpayers.

"Approximately one-half of the unemployed have not had to accept public relief, but do need the assistance of the Chest if they are not to become public charges. The ninety-five Community Chest Agencies are dedicated to prevention, reconstruction, and rehabilitation.

"It is good business for San Francisco to invest $2,102,000 in voluntary contributions now, rather than to pay a far greater sum in higher taxes later.

"The goal shows an increase of fifteen per cent over the amount raised last year. It is the irreducible minimum needed to maintain the essential welfare work of the orphanages, hospitals, health agencies, day nurseries, old people's homes, character building agencies and other institutions which share in Chest funds."

All contributions are voluntary. Give because you have something to give. Our own quota is below last year although the Chest has increased their totals over last year to meet the increasing needs.

Our quotas as published last month are as follows:

General Officers	$ 338.00	Oak and Broderick	353.00
General Office	320.00	McAllister	285.00
Engineering	206.00	Sutro	265.00
Ferry Terminals	16.00	Motive Power	63.00
Geneva Avenue	238.00	Cable Machinery	20.00
28th and Castro	424.00	Overhead Lines	65.00
Third Street	152.00	Equipment	350.00
24th and Utah	258.00	Storeroom	16.00
Washington and Mason	169.00	Transportation	87.00
Turk and Fillmore	243.00	Medical	132.00
		Total	$4000.00

Help your own division or department go over the top by giving your bit.

Market Street Railway employes are in Division 45, Battalion A, Team 1103, under Major D. D. Durr, of Associated Oil Co., and Colonel E. L. Lomax of Foster and Kleiser Co.

Trolley Jingles

One afternoon, it was suggested that we start a Trolley Jingle column for Inside Track. In no time we had the following number of verses contributed by various employes. Aren't they good? Let's have some more of them and see how long we can make this column. Here is a sample.

A mother sent her child to school
Upon a White-Front car;
The child was safe, as is the rule,
One hundred per cent by far.
—Editor

A street car ride to town one day
Brought Mary to the stores;
She saw so many things so gay
That she forgot her chores.
—Emily Selaya

When Sunday comes a Pass I show
To tour the town all day;
From Ferry to the Zoo I go
Without the least delay.
—Herman Warnke

I ride on cars, One, Two and Three—
They are the White-Front cars you see;
They take you here, they take you there—
They take you almost everywhere.
—Jo Cowan

To and from my work I go
As happy as a lark;
For while on White-Front cars, I know
I'll have no worries where to park.
—Helen Tuttle

A street car must have a number for me,
A Five or Eleven or a Thirty-three;
When invited to ride on a Two or a Six,
Here's one little person who never says nix.
—Rubye Schaar

They ride to work each morning
One fifty thousand strong;
They ride our Market Railway cars—
The people can't go wrong.
—Tommy Norton

Take a Twelve
To the Beach;
For a ride
It's a peach.
— Harry Cooley

She rides on the street car with the greatest of ease,
That busy young lady so hurried and rushed;
The conductor and motorman, so ready to please,
Will see that she's saved from being jostled or pushed.
—Eleanor Williams

A care-free ride, but a nickel to pay,
And you'll think it is not far
From the Ocean to the Bay,
When you go on a White-Front car.
—Erin Casey

All day long with a Sunday pass
In a White-Front car, with plenty of class,
You can see our town, and visit the zoo;
It's a bargain my friend, what say you?
—Ann Burke

There is a young man who thinks he's pretty fine,
Who rides home at night on a White-Front number Nine;
He sprints and he dashes for the Inside Track;
If he misses that car—well there's another right back.
—Ella Debenham

All human beings we are aware
Are full of stupid follies;
But why will they try to park their cars
Instead of taking trolleys?
—Dorothy Cohelan

A jingle we shall write
About the cars Green and White;
Safety first, relax and rest,
This ride the quickest and truly best.
—Dave Allen Moore Paul

Transportation News

We are about to relate an incident that would probably occur just once in a lifetime. It concerns the matter of a lost badge.

Conductor Floyd R. Boothe of Turk and Fillmore Division recently lost his badge, paid his five dollars deposit, and received a new badge.

Imagine his surprise, the very next day, when the first person who boarded his car flashed the old badge, No. 461, right in his face.

"Well, where did you get that badge?"

"That's my badge, I'm an employe of the company."

"No, you're not. That's my old badge, hand it over."

Conductor Boothe called at the Transportation office, the next day, and received a five dollar reward for finding his own lost badge.

Lost Badges

All of the following badges have either been lost, or stolen, and when or if recovered should be turned in to the office, Room 719, at 58 Sutter Street for the $5.00 reward. Watch this list carefully. It may pay you dividends.

Motormen

38	872	1300	1690	2058
76	878	1312	1694	2222
82	1162	1368	1776	2234
96	1176	1502	1886	2762
130	1232	1504	1942	
534	1298	1554	1970	
600		1588	1976	

Conductors

75	909	1397	1895	2555
101	1065	1495	1905	2559
195	1077	1595	1923	
235	1219	1629	2005	
549	1291	1797	2149	
551	1387	1885	2329	

Inspectors

24	65	75

Badges 878 and 1595 have been recovered.

PRIZE MONEY

Two suggestions were adopted and two employees have profited by receiving checks for $5.00 each during the month of October. Only one month to go before the annual awards will be made. These prize winners are selected from the suggestions adopted during the year ending November 30.

There is still time to get your suggestion into the list before the end of the year. Send your idea in or hand it to your superintendent or foreman. Try it.

Suggestions Adopted Since Last Issue

No. 4395—John R. Hurst, Conductor, McAllister Division. Poster, "The Bay at your feet, Coit Tower—Car 15 to Lombard and Powell Sts."

No. 4352—Earle A. Rambo, Clerk, Time Table Department. Change in location of "Validation over Fillmore" on transfers.

* * *

We submit the following letter addressed to the Office Employees of Geneva Avenue Division, Market Street Railway Company, from Mrs. William Carlson and Mr. and Mrs. A. E. Francis.

To our dear Friends:

The family of the late William Carlson are taking this liberty to express our thanks and appreciation for the beautiful floral offering also the expressions of sympathy accompanying the same sent us during our recent sorrow.

With the best of wishes and kindest regards for all and thanking you again sincerely, we beg to remain,

Respectfully yours,
Mrs. William Carlson
Mr. and Mrs. A. E. Francis

* * *

"Do you care for gorgonzola?" said the author to the young woman seated next to him at a dinner party.

"Well—I don't know," hesitated the girl, who had nerved herself for literary converse. "I think I prefer the work of his brother Emile."—Tit-Bits.

Who's Who Among Probationers

C. J. Gallagher, Turk & Fillmore

MOTORMEN

Eight probation motormen and one gripman passed their final examinations on October 24, at Instruction Hall.

C. J. Gallagher, Turk and Fillmore Division, with the best all-round record, wins first place over several 100%ers.

Complete list below. 100%ers in heavy type.

28TH & VALENCIA
BEEBE, A. P.
LOFTUS, G. W. H.

McALLISTER
HARRELSON, F. M.

TURK & FILLMORE
GALLAGHER, C. J.
Kirby, C. P.

OAK & BRODERICK
Lewis, R. O.

SUTRO
BORAGNO, M. P.
DeWITT, E. C.

WASHINGTON & MASON
SALVATO, J. B.

STANDING BY DIVISIONS

Sutro	100%
28th & Valencia	100%
McAllister	100%
Washington & Mason	100%
Turk & Fillmore	99.2%
Oak & Broderick	96.7%
General Average	99.3%

HELP SAN FRANCISCO WIN NATIONAL SAFETY COUNCIL AWARD

Cities throughout the United States are conducting a safety contest and each city is put in competition with those of her class in size. San Francisco is in this contest to win, by reducing her accident record from last year. To stimulate the police and traffic departments to better work with traffic, a contest was started between the police districts. Each district is put on up against their own past records, and the district making the best showing in reduction of accidents, reporting accidents, educational work and various other subjects, will receive an award.

This subject is brought home to us when we see that by improving our own work, we are helping our own police district in their contest. There is nothing hard about this. A little more attention to duty, a little more care at dangerous crossings and at points where jay-walking is a habit, a little more care, courtesy and consideration for others will do wonders.

The October record of the Safety League is not a good one and much might be said about it, but the figures "do not lie". Oak and Broderick made the top for the second successive month. Sutro skidded from their enviable third place to the bottom. The average is low in comparison to that of 1933. This is the lowest the League has been for a long time. We know that we can do better. Why not?

Who's Who Among Probationers

CONDUCTORS

H. J. Miller, McAllister

Eleven probation conductors successfully passed the probation examination, Wednesday, October 24, 1934.

H. J. Miller, McAllister Division, with only one competitor in the 100% class, and with four commendations on his personal record card, wins the "Honor Place."

Complete list below. 100%ers in heavy type.

GENEVA
Cook, T. S.

28TH & VALENCIA
Vilotti, T. W.

24TH & UTAH
Ahrens, R. E.
Mahoney, W. J.
Schoeppe, H. E.

KENTUCKY
Gyorgy, J. S.

McALLISTER
MILLER, H. J.

SUTRO
Morton, R. C.

TURK & FILLMORE
WYCKOFF, W. O.

WASHINGTON & MASON
Linehan, R. E.
Blenio, R.

Motormen **J. T. GILLETTE, R. J. HAYTON, FRED PARRELL,** of McAllister Division, also passed the conductor's probation examinations with 100% scores.

STANDING BY DIVISIONS

McAllister	100%
Turk & Fillmore	100%
Sutro	99.8%
28th & Valencia	99.8%
Washington & Mason	97.4%
Geneva	96.7%
24th & Utah	94.3%
Kentucky	92.5%
General Average	97.6%

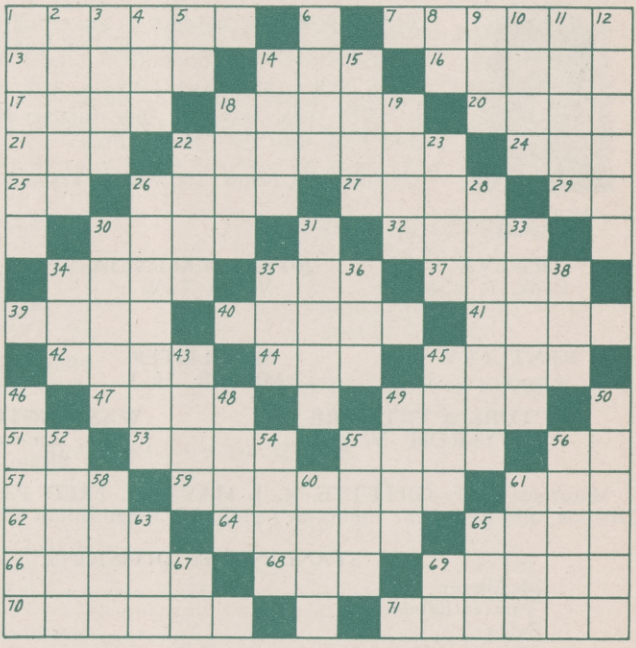
Safety League

Number of Car Hours per Accident

Division	Oct. 1934	Oct. 1933	Rank in Oct. 1933
Oak and Broderick	738	1,007	1
Third Street	641	711	3
24th and Utah	545	655	4
28th and Valencia	492	791	2
Geneva	452	544	7
Washington and Mason	405	555	6
Turk and Fillmore	334	521	8
McAllister	332	562	5
Sutro	303	423	9
Average	451	626	

Cross-Word Puzzle

By O. L. VAN ARSDELL
Motorman, Turk and Fillmore Division



VERTICAL

1. To flee.
2. The last Greek letter.
3. To load.
4. Anger.
5. By.
6. Rocks in water.
8. Either.
9. To pinch
10. Wickedness.
11. A Spanish title.
12. A skull-saw.
14. Supplicate.
15. Floating wooden framework.
18. Conductor and motorman.
19. Mud.
22. Gait.
23. Temporary abode.
26. Prime minister.
28. One who goes before.
30. To grate.
31. A water nymph.
33. Step.
34. Gave food.
35. Evil.
36. Attempt.
38. A number.
43. To appear.
45. To distribute.
46. To drive away.
48. Metal. 49. Stop.
50. To marvel.
52. A running knot.
54. To pull.
55. A father. 56. A cloth.
58. Highest degree of excellence.
60. A row.
61. To aid.
63. Used on the floor.
65. Drone.
67. Personal pronoun.
69. A form of the verb to be.

HORIZONTAL

1. Relating to God of the Winds.
7. True.
13. Clever.
14. By.
16. Stream.
17. Surrender.
18. Best part.
20. Tree.
21. Epoch.
22. Commerce.
24. To cut short.
25. Father.
26. Spoil.
27. Snare.
29. Sun god.
30. A bird.
32. To send forth.
34. Agitation of mind.
35. A small animal.
37. A harbor.
39. To judge.
40. Elf.
41. Urgent want.
42. Raised seat.
44. A period of time.
45. Dignitary.
47. Part of a ship.
49. Germ.
51. Within.
53. A hollow jointed stalk.
55. Heavenly body.
56. Thus.
57. To shy with tears.
59. Warlike.
61. Fowl.
62. Poetry.
64. Milk room.
65. A drove.
66. A short treatise.
68. Tiny.
69. A protuberance.
70. Epistle.
71. Disposition.

TALKING TO MOTORMEN

A few days ago, a letter published in one of the daily papers, protested the habit of motormen talking and encouraging conversation with passengers or cronies. Having had an unpleasant experience of some kind, she states, where a street car was involved, the very act of inattention caused her to lift her voice in warning, hoping that it might help prevent a similar accident.

It is true that our rules forbid unnecessary conversation, and this rule is not composed of idle words. We quote from the rule book, page 8, as follows:

"Conversation.

6. Motormen while operating cars are permitted only to answer questions of superior officers, and to give proper instructions to students. All other conversation with motormen while the car is in motion is absolutely forbidden.

Conductors are forbidden to engage in unnecessary conversation with passengers or employees."

We can remove the criticism only by removing the cause, and if we are unmindful of the rules, we not only invite criticism but are looked upon with pity and contempt. The world loves a good sport, and an obedient, faithful employee. You fool nobody but yourself. When obedient, it is not necessary to alibi for any condition, incident or accident, and you are in the clear.

Department Doings

Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON

It is quite a problem around here to know whether to believe the fishing stories you hear or not, but as the party who told me this one looked as if he was telling the truth, guess I will have to believe him. Several weeks ago Foreman Thomas, Messrs. Huck, Gardner and McKeown went fishing at Pittsburg, for they were given a tip that there was plenty of bass up there. They went out in a launch belonging to an Italian fisherman, and did they catch fish? Well, they all came home with the limit, and Mr. Thomas caught one that was so large it broke his pole, but he got it just the same.

* * *

That is one story, and here is the other. Last Saturday, Messrs. Leslie, Assalino, Yount and Thomas went to Crockett to do some fishing, getting up in the wee' hours of the morning. They went out on a barge, and I understand that Assalino and Yount caught some fish, but Leslie and Thomas had no luck at all, and came back empty handed, after coaxing the fish all day long with all the dainties that fish like. Well, a good sized bass baked, with all the trimrings, sure does make a dish well worth putting before the most finical Epicurean, but just any kind of a fish, cooked any kind of a way would taste good if caught by one of the boys.

* * *

Flash from the Machine Shop—Sunday, October 27th, John Wallbrink, one of the machinists, doffed his garb as a bachelor and drew about him the robes of a Benedict. We all wish Mr. and Mrs. Wallbrink the best of luck in their marriage and may happiness be with them always.

* * *

Our sincere sympathy is extended to Mr. Johansen, car builder in the Car Building Department, in the loss of his dear wife.

* * *

There was quite a good deal of excitement around here during the week ending November 3rd. It was Hallowe'en night, October 31st, when the ghosts and goblins walked, and we all got together at somebody's house and kept them away with songs, dancing and what have you? Next day was a day of rest, and then Friday afternoon we, that is some of us, hied ourselves out to Kezar Stadium and watched St. Mary's play Washington State, and yelled ourselves hoarse when St. Mary's carried away the trophy, and then was it good the next morning to lie in bed just a little while longer knowing you did not have to go to work. On the whole it was rather a nice week.

* * *

Here's hoping you have a lovely Thanksgiving, with turkey and all that goes with it, and in the midst of our rejoicing let's stop a minute, give a thought to those not so fortunate, and say a little prayer of thanks for our good fortune, and a hope that next year everybody will have better times.

Byllesby's Busy Bees

For General Office Employees
Edited by Miss Anna Belle

A Happy Thanksgiving To Everybody From General Offices

Autumn Festival

And let these altars, wreathed with flowers
And piled with fruits, awake again
Thanksgivings for the golden hours,
The early and the latter rain!
—Whittier.

On Friday evening, October 19, the Mothers' Club of the Mission Y.M.C.A. held a social gathering. Among the entertainment offered was a motion picture of the Junior Traffic Officers of San Francisco shown by Earl Ryan of the Market Street Railway and a brief talk on traffic safety by Officer Getchell of the San Francisco Traffic Department, which were both well received. After the show, cards were played and ice cream and cake served. Everybody had a good time. The Mothers' Club, of which Jo Cowan, company telephone attendant, is vice-president, wishes to thank Mr. Ryan and Mr. Getchell for their part in the program.

Hip, hip, hooray! Inspector George O'Donnell is now a "grandpappy." ("Grand without the pappy," says Grandpappy O'Donnell.) Kenneth William Wood is the young son who arrived at the home of Mr. and Mrs. Wood on Wednesday, October 24. Best wishes to the proud papa and mama.

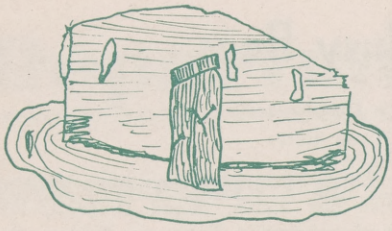
Wonder why Paul Paddock, otherwise Editor of Time Card for the Transportation Club, has only once favored us with a copy of his timely publication. We would be much interested to have some more of the author's writings to muse over.

Edna Egan, who has been visiting with her sister, Maud Driscoll, left for her home in Texas on Friday, October 26. Edna, who won all our hearts, was entertained by several groups before she left, and we all were sorry to see her go, but she has promised to come back and make San Francisco her home.

Did you read the papers on the twenty-fifth of last month? Earl King and Tommy Norton, the lucky winners of the football scores contest held by one of the San Francisco papers, were each awarded just twenty-three cents for extra pocket money, after the price of one hundred dollars had been divided among all the winners. We won't ask how they spent the extra pocket money.

B. Payton Legare, whose picture graced Page 1 of the August edition, we learn, is an old-time skipper of some racing ability. Chispa, his boat, was a speedster 70 feet long, 20 feet wide, having mastheads 100 feet high, which enjoyed its popularity as a rendezvous for many of the clubmen of San Francisco during the World's Fair in 1915. And the skipper, of course, we know.

Dr. J. H. O'Connor, Chief Surgeon, recently announced the engagement of his daughter, Miss Pauline O'Connor, to Dr. Albert Neill Anton of Los Angeles. Miss O'Connor as a member of the Junior League participated in the program held at Mark Hopkins Hotel on Canal Night, October 18, for the benefit of Pinehaven home for children. She danced in the Rhumba number.



Ode to Straw Hat
By Mary A. Lang

A straw hat, a derby hat, any old hat's a hat,
That isn't what we're driving at.
But it's the hat that Baron Cleaveland wore,
As from mountain tops he wildly tore.
One morning an eagle, calmly patrolling the sky,
From dizzy heights something queer did spy.
Such a sight in his life he'd never seen before,
So at once descending began to explore.
The "Big Chief" saw him approaching near,
And his heart was brimful of fear.
This prized old hat had become an obsession,
He wanted not to lose his possession.
So he lifted his gun, took aim and shot,
The beautiful bird fell dead on the spot.
Now the Baron's happy with his old dicer,
Declaring each day it looks nicer and nicer.

* * *

We had not seen Miss Mattie Ricord, formerly of the Auditing Department, for a few months for her copy of the magazine, and learned that she had been ill with sciatica. When she dropped in for a visit the other day she told us she was feeling much better, but that it was still necessary for her to use a cane. Miss Ricord had incidentally called in response to the Community Chest's campaign for funds and offered to do her part.

SUDDEN FLASHES—

Tommy Norton doing a marathon with no other competitor in sight. (The telephone was ringing and Tommy made a dash to answer it.)

Al Brohman, coatless, enjoying the balmy autumn weather.

Fred Will trying to stifle a big yawn while rounding a corner.

Remo de Lucca whistling and shuffling along on his daily office rounds.

Hal Sloat bounding up and down the stairs between the sixth and seventh floors carrying the mail and greeting all comers.

George Allan whistling gay tunes which catch our fancy.

Herman Warnke chatting with the girls whenever he meets them.

Charlie Lang bringing us charts and figures to puzzle over.

Charlie Bashford dropping in for a glance at the news.

George Mesher to see how things are going along.

Paul Beckert flashed a slashed finger and asked for some "First Aid."

Earle Swensen puffing at the sweet briar pipe between times.

Fred Allen enjoying a juicy green apple about three in the afternoon.

Shorty Von Husen seeking knowledge in Webster's dictionary.

(To be continued)

* * *

We had a recent surprise visit from our little friend from the Lost and Found Department, Maudie Everson, who is again back at her desk after an absence of almost eight months, sorting lost articles and recording them so they may be turned over to the owner. Maudie's genial smile and cheery greetings have not waned. Cheerio, and our best wishes.

* * *

What about those style problems? And do they worry you? Stella Dermott has made a study of some of those intricate problems which beset us and has helped some of us with them, with the aid of a fashion book or two.

Doesn't this look like a real outing on the lake? Not even the ducks are missing. The group include Mr. and Mrs. Cleaveland, Mrs. Jones (her busband took the picture), and Mary Lang, who was caught in one of her pensive moments. The setting is beautiful Clear Lake. Alongside the group picture is the hero himself, who was snapped after he had just brought down one of the largest hawks that had been flying about. And what's more, the pictures tell the story, for we saw them.

Shades of Wall (Not War) Paint

The building has been undergoing some progressive changes in keeping with the National Housing program. The walls on the seventh floor were decorated with futuristic designs of the wildest and most fantastic shapes during the process of evolution. Some of the comments heard in the hallway are here given:

Bessie Ogilvie: "Looks futuristic."

Vera Senn: "Looks like the walls are pasted with adhesive plaster."

Remo de Lucca: "Looks like Hallowe'en." (And so forth, and so on.)

* * *

Radio versus cash. Yes, we all took chances, but it remained for an outsider to bring home the prize. Eula McVicar had her kitchen all prepared for the radio. But Lee Doble will no doubt enjoy the big game and football party afterward with his friends as a result of this transaction, thanks to his mother for her efforts.

A fashion show and garden tea party were given by the Board of Directors and Junior Auxiliary of the Home of Benevolence at Edenvale, California. This is an annual event for the benefit of the Home of Benevolence in San Jose, of which Mrs. Anne Skidmore, sister of Miss Rose Mays, is Superintendent.

* * *

Whisper: That twenty-five cent bet made on the World's series by a lady whom we know and which she won was paid by the gentleman who took up her bet with a phoney dollar bill. We aren't mentioning any names, but when the gentleman reads this, we wonder if his conscience will hurt him for it. Incidentally, we've seen some more of those nondescript dollar bills, so don't pass any more around. We can't use them.

* * *

We believe the "downtowners" must have had a good time at their luncheon party, for they brought back some excellent samples of the feast.

"What was that?" Yes, it was Hallowe'en night, and while out for a stroll Helen Doble and two lady friends were the object of some childish pranks. Eggs, we think, make a delicious omelet, but not in a lady's eyes. We are pleased to say, though, that Helen was none the worse for her experience. But the days of chivalry are not over either, for a young gallant, seeing the deed, chased the mischievous youngsters on a bicycle, but whether he caught up with them, Helen and her two companions did not wait to find ou . They decided to get home before the goblins got them.

* * *

At the annual outing of the American Naturalization class in the White School car to Mills field this year, there were forty-three persons in this group. If we were to glance at the globe, we would find that the nationalities of all these people represented seventeen different coun ries. They are: Germany, France, Armen a, Finland, Sicily, Portugal, Italy, Greece, Japan, China, Russia, Poland, Ukrania, Nicaragua, Mexico, Costa Rica and America.

Conversation between our newlyweds at Room 725:

Hazel: I cooked the nicest dinner last night, girls. I baked a lemon cream pie and I had fried string beans and—

Anita: Say, have you a good recipe for stuffed bell peppers? I am sure Freddie will like them, although I can't think of any dish he'd rather have than beans.

Hazel: I made biscuits yesterday, and they went up so nice and high! They really were wonderful. Joe thinks I'm a marvelous cook. I think I'm pretty good at it, too, but I have my mother to thank, she taught me all I know.

Anita: The next time I make biscuits I'm going to pat them instead of rolling them. I heard they come out better that way.

(And so on.)

* * *

Discretion of speech is more than eloquence; and to speak agreeably to him with whom we deal is more than to speak in good words or in good order.—Bacon.

Remittance Record

OCTOBER 1934

	Oct.	Sept.	Rank in Sept.
Sutro	28	20	1
McAllister	38	38	2
Fillmore	63.1	66	4
Valencia	63.5	69	5
Washington and Mason	65	65	3
Oak and Broderick	72	96	6
Third	133	138	7
Geneva	147	140	8
Twenty-Fourth	157	146	9
All Lines	80	92	

SUTRO MAINTAINS LEAD

Sutro Division holds the lead in remittance records, without trouble. McAllister can stay in second place but is unable to pass Sutro. Fillmore and Valencia each improved their standing and were close competitors for third place. They both passed Washington and Mason. Average for all lines has decreased, and therefore improved.

• As Others See Us •

Conductor E. A. Avila Extends Special Courtesy to Patron Who Thanks and Commends Him for Kindness

Gentlemen:

Today I got on a No. 2 car on Sutter Street line, and found I had left my purse behind. The conductor to whom I explained my plight very courteously gave me, or loaned me a nickel for my fare. He gave me his number when I asked him how I could get the coin back to him, and I find in some way I have lost the paper on which I wrote the number. I am sorry to trouble you with this but perhaps you could in some way get in touch with him. He was so very kind, I would not want him to think I did not appreciate his courtesy. It was a No. 2 car I got on at 29th Avenue about 12:40 today.

I have always found your men most considerate, I have seen them do such nice things, I have had such gracious acts of kindness from them myself, I would not want this man of today to think me unappreciative of his kindness, so I trust you have some way of tracing him. Thanking you, I am,

Yours sincerely,
Marie Carter,
Colonial Hotel,
650 Bush Street.

* * *

A Stranger in Our City Appreciates Courtesy of Motorman Edgar Siler in Properly Directing Her to Destination

Dear Sirs:

I wish to commend your motorman No. 1628 for his very courteous treatment of a stranger in your city, car No. 9, time about 11:30. I took the wrong car and he took the greatest pains to direct me, that I might go the shortest route, to reach my destination.

Respectfully yours,
Mrs. F. A. Denney,
371 Circuit Drive,
Roseville, California.

Motorman Ed Siler is Commended for Calling Streets Clearly and Helping an Infirm Passenger

Dear Sir:

A passenger would have to be very hard of hearing who could not hear Motorman Ed Siler, badge No. 1628, line No. 9, call out each street.

It was a pleasure to see him assist an infirm gentleman to alight.

Yours truly,
Benjamin Taylor,
126 Guerrero Street.

Conductor R. L. Herschel Receives Letter of Praise from D. O'Connell, Chief Special Agent, Southern Pacific Company, for Turning in Lost Railroad Police Badge

Mr. R. L. Herschel, Conductor,
c/o Market Street Railway,
Fulton and Masonic Carhouse.
Dear Sir:

Mr. T. F. Eagen, Manager of our Pass Bureau, today handed me the Railroad Police badge, which you so kindly turned over to him, after having found same on the street.

You may be assured that we appreciate your courtesy and honesty in turning in to one of our officials a badge of this kind; for in event this badge had been found by another type of person, it is possible they might have attempted to use the badge in unlawful pursuits.

In order that your Company may be apprised of your action, I am giving a carbon copy of this letter to Superintendent Evington, who is no doubt already aware of your sterling qualities.

Again thanking you on behalf of the Southern Pacific Company for the kind return of this badge, I am,

Yours very truly,
D. O'Connell,
Chief Special Agent,
Southern Pacific Company.

* * *

Conductor R. Jennings Gets an Entry of Merit for Answering Transfer Questions Courteously and Calling Streets Plainly

Mrs. Max Rosenbach, 226 6th Avenue, telephoned to commend conductor in charge of car No. 1719, of the No. 12 line. She stated that she boarded his car at Silver Avenue in front of the Jewish Home, about 2:35 P.M. on Sunday afternoon, October 14, and that although there was a crowd getting on the car at the time, he answered her questions regarding transferring in a very courteous manner. She also noticed that he called out the streets at every corner, not in a boisterous way, but so every one could hear.

Commercial Department.

* * *

Conductor P. Osuna Holds Car for Passengers and is Commended

Dear Sir:

I am taking time to call to your attention one of your conductors. His number is 1521. This morning I made a point of getting it. He is on a Mission Street car starting from the Ferry. The starters send the car off and many mornings there are a half-dozen or so of us who would just miss the car and therefore stand there "cussing" the street car. This conductor seeing us hurrying gives the bell a ring and we are able to get aboard. Today I was already in a seat. The signal for starting had been given, some people were hurrying, conductor 1521 held the car, and I timed it by my watch, actually thirty-eight seconds, for five passengers to get aboard, and all pleased that they had gotten out on that car. I don't know why I bother you with this or take my time sending it to you. But thoughtfulness and courtesy are commendable in an age when it is too frequently forgotten. I am,

Very truly yours,
Henry Ohlhoff,
Canon Kip Community House,
246 Second Street.

Motor Coach Operator V. C. Heinzman is Praised for Courtesy in Recovering Lost Purse for Patron

Dear Sirs:

I wish to tell you what an agreeable and accommodating young driver you have on last night's 9 o'clock Sunset bus. I think I must have lost my purse in getting on the bus. I told the young man. He was so interested in it. When we got to Lincoln Way he looked for me in the bus with a searchlight. It was not there.

This morning I received my purse. He must have looked for it on his return trip. Never have I seen a more courteous young man and I feel you should know.

Respectfully,

Mrs. Daisy Grissim,
734 Bush Street, Apt. 22.

* * *

Conductor D. J. Curtin Shows Kindness to Elderly Lady and is Commended by an Observer

Gentlemen:

Just a word of commendation to your conductor 1879, (easy to remember, I was born that year). Last evening about five, on a No. 9 car, a lady was trying to make the car in front of the Flood Building, rather nervous about getting in front of a Munie car. He of course waited for her. It was not the waiting but the way he did it, helped her on and spoke nicely to her.

Sincerely yours,
Ed Morris,
543 Moultrie Street.

* * *

Gripman W. C. Cerruti and Conductor F. M. Anderson Return Lost Pocketbook to Patron Who Commends Them for Their Kindness

Gentlemen:

This is just to tell you how grateful I am to your crew that came to the termination point, Powell and Market Streets, at 10:45 A.M. today, Friday.

I left my pocketbook that contained about twenty-five or thirty cents, but in it there were personal belongings of much worth to me. One of your men, whether it was the motorman or conductor, ran after me for about a half block to tell me of my loss.

Please pass the word to them that I appreciate this kindness very much. It all helps humanity for what is there to live for if we cannot help one another?

Mrs. Sylvia Lee,
640 Post Street, Apt. 601.

* * *

Conductor C. O. Beck Merits Praise for Being Courteous and Efficient

Mr. H. R. Lumby, 105 Montgomery Street, called up to commend Conductor No. 487 of the No. 31 Line this morning. Said he never had seen a conductor who was so courteous and efficient.

Transportation Department.

Motorman F. O. Ferris Praised for Presence of Mind in Operating His Car

A call was made by Miss Martha Bergh, 1082 Post Street, to commend Motorman 216—car 212 of the No. 2 Line, at 3:00 P.M. Tuesday, October 2, for fine presence of mind.

A pedestrian was crossing the street in front of the car in a very slow and easy going manner, the motorman rang the bell to warn her the car was approaching, and it was necessary for him to apply the brakes quickly to prevent an injury to the pedestrian. This was at Sutter and Fillmore.

Mrs. Bergh noted this incident and praised the motorman for the good service he performed.

Commercial Department.

Motorman J. Semmelhaack is Praised by Patron for Initiative and Co-operative Service

Gentlemen:

I boarded a No. 24 car (car 293) at Second Avenue and Lake Street at about 8:30 A.M. today and found that due to the rear door being jammed, the passengers were all riding on the rear section.

Several blocks further, as the car became crowded, the motorman came around and suggested to the conductor that he transfer the passengers and his box to the front end, close the rear gate, and operate from the front so there would be available the front and inside sections of the car.

It seemed to me at the time that your motorman displayed initiative and that you might like to know about it.

Yours very truly,
D. H. Zimet,
Oceanic Steamship Agencies,
311 California Street.

Conductor P. Nerio Gives Courteous and Helpful Service and is Commended by Patron of No. 9 Line

To whom it may concern:

I take the pleasure of writing these few lines of what I noticed on my way to town. I want to tell of how the conductor of Valencia Car No. 9—No. 1577—helped the passengers on and off the cars. I especially noticed how carefully he helped a crippled woman, and I think he ought to be mentioned for it, he being a very pleasant and manly conductor.

Yours truly,
Miss A. Pfaff,
401 Chenery Street

Starter Philip Gentile Offers Assistance Where it is Needed and is Lauded for this Service by Grateful Firm

Dear Sir:

I am writing to call your attention to the assistance recently given by Starter Philip Gentile No. 1471 to one of our women detectives. We are indeed very grateful for the assistance rendered by him.

I think the Market Street Railway is fortunate in having a man of the calibre of Mr. Gentile in their employ. I have been with Hale Bros. for the past seventeen years, and I think Mr. Gentile is the most efficient and conscientious worker ever assigned to Fifth and Market Streets.

Very truly yours,
E. B. Shewbridge,
Hale Bros., Market at Fifth.

Sutro—at Your Beck and Call

Sutro Division, non-chargeable-accident motormen represent the last of nine divisions of fine men handling cars of this Company in traffic throughout the year. While these men were at the bottom of the Safety League for 1933, they are doing a fine job under very trying circumstances.

Here we have some very good advice from the men who know, at Sutro.

BASNEY, H. F.—Temperament has a lot to do with a perfect accident record; always control your temper, never let it interfere with your work; be courteous at all times, and you will not have accidents.

BIDGOOD, G. M.—Handle a very smooth and steady car when operating, at all times, no matter if you are a trifle behind your regular schedule. This keeps you from throwing passengers who are on board your car.

BULATOFF, L. N.—Always leaves the car house as well as the terminal on his scheduled time, stating that leaving the end of the line late is bound to cause you to take unnecessary chances.

COMBEST, T. J.—All motormen should slow down when passing any excavation work near the track or when trackmen are working on the line. Too much precaution cannot be shown when passing the mentioned points.

COURTRIGHT, R.—Through experience he has slowed down very considerably, learning that coming to a smooth stop and getting a quick, easy, steady start is more essential than speed in getting over the road, and keeps you from having crossing collisions.

CRADER, G.A.—George likes his work, having gone two years with a clean slate, and attributes his success to attention to his duties when operating. When he is off he is off; but when on duty he is all business.

DONATHAN, R. V.—Checks up his speed when crossing cross streets, stating that too much speed will cause collisions at intersections, wherein an auto may be overturned, causing serious injury to its occupants. Take that application of air before crossing cross streets after throwing off your power.

DYSON, E.—Can operate with the best of them, but he takes extra precaution, inasmuch as he generally picks the rainy season as well as the Christmas shopping rush period for his leave of absence time. Nothing like avoiding chances.

FERRIS, F. O.—Never uses air and power at the same time, as this would be a waste of power and poor railroading. His practice is to throw off the power, apply the air, and sound the gong when going through heavy traffic or crossing side streets.

FLETCHER, J.—His safety measure is a good one inasmuch as the terminal at the end of the line on which he operates is on a down grade. To this end he always sets his air handle in the emergency position, the reverse handle against the grade, and leaves his conductor in charge of the car before leaving same at the terminal.

FRISCH, B. A.—Does not like to compete with traffic during the P.M. rush hours, consequently he chooses to work the Owl car, thereby eliminating the heavy travel on lower Sutter Street, which he claims is plenty thick.

(Continued on Page 26)

At your beck a

Sutro 1933

G.W. Evington
Division
Superintendent

R. Donathan

E. Dyson

F. Ferris

J. Fletcher

B. Frisch

E. Joynes

G. Kaseeff

H. Knutson

N. Kruer

A. Langerveld

C. Pollard

W. Ramer

F. Scott

M. Shatsky

F. Taylor

k and call with safety

Sutro—at Your Beck and Call

(Continued from Page 23)

HEWITT, T.—Welcoming his return on the page of the safety operators of this division. His name was not among those listed for the year of 1932 after having been listed six consecutive years prior to that time. Tom has again hit his stride and promises to keep it up.

HIGUERA, J. S.—Is mighty proud of being among the division's aces, having been listed now for seven consecutive years. Jack contends that by keeping a level head, an even disposition, and a happy smile, the rest is easy.

HOFFMAN, E.—Likes his rest and always takes one day a week off for the necessary recreation that he feels is so essential to a trainman to be alert and in a happy frame of mind when operating.

JAHNSEN, C. B.—Never starts his car without getting "two" very distinct bells from his conductor. This he avers will never result in step accidents on the rear end.

JARETT, C. C.—Always practices safety measures, such as keeping the proper distance from his leader in the outlying districts, and waiting at the top of a hill when the car ahead is descending a grade. In this respect a motorman cannot be too careful.

JOYNES, E. R.—He is careful about not opening the front gate until his car has been brought to a full stop, to allow passengers to alight from the front exit; this will avoid having front step accidents and keeps patrons from alighting from a moving car.

KASEEFF, G. Z.—Does not get over-anxious and excited when an auto driver is ahead of his car trying to park; gives them plenty of room and does not ring the gong unnecessarily. This, he states, would only cause them to get nervous and delay his car for a longer period, which might result in having to take chances in making up lost time.

KNUTSON, H. R.—Never looks back when he is operating his car as this would prove very dangerous; keeps his eyes straight ahead. Further than that, he claims that unnecessary conversation with passengers would give further cause for accidents.

KRUER, N.—Observes all traffic signals and never starts his car until the traffic signal says "GO," and always gets a two bell signal before proceeding. This, he contends, will avoid accidents, and save you money as well.

LANGERVELD, A.—Claims that he and his conductor always work very harmoniously together; this enables them to get over the road much faster and allows them the proper layover at the outer terminals, as is allotted according to the time-table, with the result that they can leave the end of the line on time.

LEAGUE, T. J.—Always be in a happy frame of mind and you never will run into trouble. Tom does not look for accidents and tries at all times to avoid trouble. Discourteous treatment toward others will only naturally bring ill-luck to yourself; that's his feeling.

LEX, G.—Conscientious George always waits for intending patrons; never passes up any intending passengers, and always keeps his eyes open for those that might be running for his car. George says, "What's the use?" It only takes a few seconds to wait and you please the patron and most certainly avoid an accident.

LUCK, W.—Takes pride in operating his car; keeps his mind on his own duties; never worries about how his leader is running; stating that if you do worry you are bound to have accidents. Trouble comes soon enough without seeking it.

MEYERS, W.—Stresses the fact that for safe operation it is important to test your equipment before pulling the car out of the car house when starting the day's work. Bill allows himself enough time for this procedure, and sees that all the equipment, signs, lights, etc., are functioning properly before pulling out.

MILLER, C. J.—Believes that if all the motormen would take the time to write down, themselves, any defect that might be noticed when turning in their car, that this would assure the car being in first class shape for the next crew, and would help reduce accidents.

O'HOWELL, C. L.—Does not take chances with traffic in congested districts; this is one place where you must operate slowly and carefully, and particularly on our lower Sutter Street, where the traffic is exceptionally heavy. The gong is an added safety measure through these parts.

PARNELL, T.—Has learned that passing up intending passengers does not pay, and will only result in step accidents as well as complaints, therefore he says do not pass up passengers and you will not have step accidents.

POLLARD, C. R.—Says that operating your car very smoothly will keep you from having fall in car accidents. Always start and stop your car without a jerk; this will prevent accidents and assist you in making much better time over the line.

RAMER, W. F.—Does not rely too much on his reverse handle to meet emergencies, slows down by applying the air brake on the dangerous crossings and places, and sounds a warning by using the gong. Ramer contends that too much speed is bound to result in accidents.

SCOTT, F.—Claims that allowing your car to drift would cause many step accidents, and he always brings his car to a complete stop for all intending passengers. Also, releasing the air too soon would allow your car to drift.

SHATSKY, M.—He suggests that passing a car while taking an electric switch would be very dangerous and would be taking undue chances. Max always waits until the rear trucks of the car have cleared before taking the point on electric switch and starting his car, which will avoid allowing chances of a car collision.

TAYLOR, F.—Is one of our safety operators, but at this time he is acting in the capacity of Inspector. Fred has done very little platform work for some time; however, they say as an Inspector, he is one of the best.

TIMOFEEV, G. A.—Says that fanning the air is a waste of power and is annoying to passengers; also that it causes you to lose time. One application of air is sufficient to bring your car to a real smooth stop.

TIMOFEEV, M. A.—Attends to his business, that of motorman, and runs his car on time as per schedule, and not sharp. Unnecessary conversation takes up too much time, so Mike never talks unless he is asked a question.

(Continued on Page 44)

Sutro Surf Bubbles

By H. R. FRANKLIN

Away off at Salada Beach, Conductor Roy Cummings failed to get his automobile started on Sunday, October 21, 1934, and was therefore compelled to phone in and request the day off. His request was granted and Roy had a holiday.

* * *

Shop Foreman Thomas King evidently is very much in favor of helping out the various municipalities along the coast and particularly Albany, California. It was in the early A.M., and naturally Tom thought everyone was sleeping very soundly, but to his disappointment he was mistaken as the machine that caught up with his was bearing officers of the law of the above mentioned county. However, while Tom got by very cheap, he has decided to use the trolley cars or walk for a while, at least.

* * *

We wish to extend our sympathy to Motorman Max Shatsky in his bereavement due to the death of his mother who died at Winnipeg, Canada.

* * *

Give these names the once-over—are you one of those listed?

Month of October

No-Error-Conductors at Sutro

Avila	Hutchins
Bailey	Jerabek
Bakke	Kasberg
Bettini	Kroencke
Broska	Langer
Bubel	Larison
Campbell	Loyd
Chollett	Lucier
Cossen	McKennon
Dutton	Marcum
Edwards, T.	Mathes
Freeman	Morgan
Futch	Morton
Garrett	Patton
Gillespie	Pera
Goodrich	Petersen
Graham	Prince
Grant	Pruitt
Gustafson	Ross
Hatch	Row
Head	Sawyer, G. G.
Holmes	Sawyer, G. O.
Humes	Shepherd

* * *

LETTER from ENGLAND

In September we mentioned in the "INSIDE TRACK" that Conductor E. E. Loyd was crossing the Atlantic Ocean, and now we have received a letter from him telling us all about his voyage, also requesting that we publish same in what he calls our "Journal", hence the following.

ENROUTE to ENGLAND

16 Woodlea Street,
Beeslon,
Leeds,
England

Mr. Evington,
Market Street Railway.

Dear Sir:

Just a few words trying to describe my journey on the good ship Canada

leaving San Francisco bound for England on August 18, 1934. I might state that the weather, as the sailor would say, made to order.

On board we have eight first-class passengers and eight third-class, just a nice bunch and all very sociable, our first stop was at Los Angeles for six hours, of course we all went ashore and viewed the city. Leaving Los Angeles we ran into bad luck, one of the engines broke down and to mend same they stopped the other one and then for two days we drifted about on the Pacific Ocean.

Finally the Captain decided to put in at Panama, which was not a port of call and having the engines overhauled and for three days and nights we lay there, it gave us an opportunity to view this place, I might state we saw plenty, every nationality we found, nothing to see one hundred people living in big wooden buildings only a curtain separating the rooms from each other, we then on our second day at Panama for a party of eight took a machine for ten hours—six dollars—and went to see the great Panama locks and the great dam the United States is building, on our trip we passed through banana, orange and pineapple plantations, we bought big bunches of bananas for thirty cents and big pineapples for twenty cents, came back loaded. At night we again went to the city, you can hardly move ten yards without boys, women and men wanting to sell you lottery tickets, it is legal here, the Panama government runs it and the drawing is drawn on a Sunday out in the open, so that everybody can see it, everybody from the Governor of Panama buys these tickets. Panama is called the city of Sodom and Gomorrah, but with all that what with the climate and beauty of the place you see, it is quite a pleasure to walk about and forget what tomorrow brings. You don't hear any thing about depression, how is business, never mind about tomorrow—live today. So after three days and nights of sight seeing the captain hoists up the anchor and we are again on our way to go through the Canal. I might state that on the Pacific Ocean we saw many big fish, such as porpoises, dolphins, tuna and whales, sometimes as many as forty to fifty porpoises and dolphins raced alongside of the boat at a time. We are now going through the Canal, one beautiful day, 6:30 A.M., my humble pen cannot describe it. The great locks, the novelty of the way they pull the boats through by towing locomotives, three on each side of the boat. And then after coming out of the Canal, we pass hundreds of islands about one square mile each covered with palms and glorious tropical ferns of all colors, lazy alligators you see gliding about in and out of these islands. Now arriving at Cristobal the last place of calling before starting on our only rough passage of 8000 miles. The Caribbean Sea and, oh boy, it sure is rough, but a grand though awesome sight now on to the Atlantic and then our troubles again start, one of the engines that the company paid 1500 dollars to have mended, broke down again and we are drifting on the Atlantic on one engine, seven days late, and at the speed we are traveling it looks as if I will have about two weeks in England then start right back.

I wish to again thank you and the Market Street Railway officials for the extension of time you have allowed me for my vacation. I am longing to arrive in England, trusting to hear some good news, and the recovery of business and the old nickels are coming in. If you wish to publish this letter in the journal, I wish now to be remembered to all my fellow workmen, wishing you one and all the kindest of thoughts.

I remain,
Respectfully yours,

E. Loyd

Oak and Broderick

By J. L. EDMISTON

During the summer months Tony Almos cultivated and developed a very thriving mustache. After wearing it several weeks, he decided to cut it off and the shock was so great that he suffered a slight cold for several days. Tony said he would be more careful in the future.

Charlie Barnett and some friends went deer hunting up above Marysville. When they started they all figured to bag the limit, but the brush was so thick and the deer so scarce that they were mighty fortunate in getting just one.

Here is a list of the champion fishermen of Oak and Broderick Division: George Tyers, J. G. Baillie, H. Sabo, Wesley Jacobs, H. Mayville, L. Pedersen and Tim Daly. So far, no report of fish. How is that?

Jim Valentine spent a very pleasant week end up near Napa at his sister's ranch. Jim is not much of a rancher, but still enjoys a trip to the country to see the cows and chickens.

Another near catastrophe has happened. Harry Brewer, one of our efficient conductors on the extra list, has shaved off his mustache which he carefully cultivated for a long—long a time. It has so changed his general appearance that a person would have to look at him twice or three times to see if it is really Harry or not.

Since giving a list of the champion fishermen with no results, we have received reports and seen evidence where Leonard Pedersen, Guy Tyers, and Wesley Jacobs have brought in some wonderful messes of fish and distributed them among their friends, which were very much enjoyed.

Ralph Cowden and Bill Moore are spending their vacation at Atwater, on Bill's brother's place. Both Ralph and Bill figured that they needed a little exercise, and they went back down on the farm to get it. There is nothing you could show Bill or Ralph about farming, so they will be right at home. From reports it is nothing for Bill or Ralph to go out and milk forty or fifty cows before breakfast.

Our popular fare-box man, Joe Pitt, and wife, spent a very nice vacation in Yellowstone National Park. Joe went to the park first and then came back by way of the Grand Canyon. He claimed it was one of the nicest vacations he ever made, and without a puncture or mishap.

Short report of the sick and maimed: Fred Langer, slight operation, is getting along fine and at home again, but it will be some time before he goes to work.

Conductor Tom Darcey and Motorman A. F. Bartling both went to the hospital on the same day for hernia operations. Last report: they are getting along fine and expect to be out soon.

Conductor W. Mill and family spent a week-end up at Grass Valley, the old home town, visiting relatives and friends. They all had such a wonderful time that they hated to come home.

Conductor H. Murray and wife were presented by Mr. Stork with a fine bouncing 7 lb. baby boy on Saturday, October 27, 1934, at St. Mary's Hospital. Glad to state at this time that mother and baby are getting along fine.

Following is a list of motormen at Oak and Broderick Division who had no chargeable accidents for the six months ending October 1, 1934:

Anderson, E. A.
Almos, T.
Anderson, Jno.
Barnett, C. J.
Barrill, H. A.
Boone, C. M.
Craig, J. E.
Clark, A. E.
Clark, W. F.
Douglas, S. W.
David, F.
Dodd, B.
Davis, W. G.
Duke, E. B.
Dillon, A. B.
Estus, H.
Fleming, E.
Good, C. L.
Gillingham, F.
Hynch, J. J.
Hutchinson, J. J.
Holzmuller, W.
Jablonski, S.
Jewell, E.
Kulis, M. L.
Larsen, R.
Monroe, M. J.
McCullough, T.
Miller, J. B.
Melville, E.
Miller, J. C.
Marshall, T.
Miller, H. J.
Milne, J. G.
Noll, H.
Navarra, J.
Petzold, E. J.
Paterson, J. H.
Quistad, J. R.
Rice, J. G.
Seegos, P.
Stocker, A.
Stevens, W. H. No. 966
Stevens, W. H. No. 914
Simpson, G.
Treanor, J.
Wollesen, A.
Winters, J. S.
Lewis, J. E.
Langer, F.
Lacey, H.
Lasater, C. E.
Law, J. A.
Wiedl, A.
Wilcox, G. M.
Wierzbick, S.
Wynn, J. J.
Wilson, J. L.

* * *

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the mon h of September, 1934:

Aldridge, C.
Bain, H.
Baillie, J. G.
Cowden, R.
Davis, W.
Daly, T.
Eigenman, F.
Finkelstein, B.
Gold, A.
Gedgate, F.
Hendricks, C.
Havens, E.
Harper, L.
Lavine, S. O.
Leiss, E. C.
La Brash, G.
Love, S.
Maloney, M.
Mill, W.
Meyers, W.
Mayville, H.
Murray, H.
Mosk, J.
Nelsen, L.
Nichols, J. L.
O'Connor, J.
Rosemeyer, J.
Ruffoni, H.
Rudiger, C.
Singer, W. D.
Schneider, C.
Siegel, S.
Turner, G.
Thomas, G.

Complaints

OCTOBER, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total Oct.	Total Sept.
Washington & Mason	0	0	0	0	0	2
Geneva	0	0	0	1	1	3
Third	1	0	0	1	2	0
Turk & Fillmore	0	0	1	1	2	4
Twenty-eighth	2	0	1	0	3	1
Twenty-fourth	2	0	0	1	3	1
Sutro	2	0	0	2	4	1
McAllister	1	0	2	1	4	4
Oak & Broderick	1	0	0	5	6	1
Totals	9	0	4	12	25	17

Back To Twenty-Five

During the month of September, complaints dropped down to a total of 17, but for some reason, unknown to us, the month of October brought the total back up again. Inattention is the largest cause for complaints. Maybe it's the election. That is over now and better records should be coming up.

Would you believe it?

Ben Dodd found a new cap.

C. L. Good, a new uniform.

E. A. Clark worked four days straight.

G. Tyers admits he can't catch fish.

Jim Treanor walks to work.

George La Brash and Howard Estus signed for the same run.

Charlie Boone, Jess Foot and Emil Tews contemplate spending a vacation on the desert and will do their own cooking.

Harvey Walker says "All my life I have been perfectly satisfied and happy."

Alexander Lemon claims persimmons are good for your disposition.

Percy Mason said now that the football season is coming to a close, some of us will have to take a Sunday off.

Tom Norton and George Franklin Thomas claim the less conversation you have on a car, the faster you go.

Pete Seegos claims one meal a day is enough for any man that wants to keep in condition.

Jim Neubert came down to Oak and Broderick after Sunday Passes, forgot what he came for, and went back to Haight Street without them.

* * *

From reports the dance on October 26th was a huge success and everyone had a wonderful time. However, some are betting that the dance floor was operated on a swivel, up and down hill.

* * *

Art Kramer is one man that puts into practice what he preaches. Art always claimed each employee should visit every terminal on the company's property. Friday night, October 26th, Art made every terminal on the property. Very good, Artie, old boy, but the rest of us know the way home.

* * *

Motorman A. J. McDonough, who had an operation for appendicitis, has been seriously ill. He is improving daily, and we trust he will be well and back on the job before very long.

Commendations

OCTOBER, 1934

Division	Jan. 1, to Sept. 30, 1934	October	Total to date
Twenty-eighth	37	6	43
Geneva	25	4	29
Washington & Mason	7	2	9
Sutro	20	2	22
Turk & Fillmore	9	2	11
McAllister	30	1	31
Twenty-fourth	22	1	23
Oak & Broderick	27	0	27
Third Street	1	0	1
Totals	178	18	196

COMING ALONG

Commendations are coming along at about the same rate as for the previous months of this year. For ten months we have received an average of 19.6 commendations per month. October, with 18, is holding its place very nicely.

Your actions on the job, under trying conditions and in emergencies, are invitations to the public for commendations. So long as the individual conductor or motorman is doing his work well, there can be no complaint, and commendations come.

28th Street—Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE

This is the month when we expect some friend to invite us out to a nice turkey dinner.

And you ring up next morning and tell the dispatcher that you are sick from eating too much turkey.

Why do we all cook up some excuse when everyone knows what caused the headache?

Of course, when your wife calls up and you stand alongside her and tell her what to say, then we know you are sick.

No headache or sickness lasts five minutes after you ring in. How long does yours last?

Did you ever ring in and tell them that you had a bad cold, only to discover it was your day off?

Motorman Carroll brought his wife to the dance and we thought that Frank was out to enjoy himself that night.

Conductor Hogan stood alongside the hot dog stand so long that he was ready to bark before he went home.

Some of our boys looked very nice all dolled up in their super-dress suit.

It is no easy matter to wear a boiled shirt with studs and then try to look important.

How those boys kept those shirts in place, we don't know, unless they nailed them on.

What did Motorman Leaman put in his hair that made him smell so sweet.

Conductor Connolly kept calling her "Mary" and she kept telling Pat that her name was "Helen." Just getting his girls mixed.

One platform man wanted to know where he could check his wife. He must have been to a dance before.

We failed to see Harry King at the dance. Harry is one of those boys who must stay home and put wood in the stove.

Conductor Papale invited a certain lady to the dance and then failed to show up. That gave Jim Hogan an extra one.

Conductor McCarthy is now on a cheese and buttermilk diet. No wonder his singing sounds sour.

Conductor Roy Beebe is a proud papa once more. Congratulations, papa, from the boys.

Conductors Frissella and Hester are serious boys these times. Both are having heart trouble.

If you have a dog or cat or birds of any kind see Conductor McCoy as he is starting a zoo out in Daly City.

If you can guess how much Conductor McGrath weighs after eating, you will get a free ticket to swim in the ocean.

The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months, May 1 to November 1, 1934:

Adam, E. C.
Allard, E. A.
Atteberry, J. E.
Bailey, R. D.
Beagle, J. S.
Biboli, D. C.
Bishop, H. N.
Botts, H. L.
Brittan, C. A.
Brothers, L.
Burns, E. E.
Cain, C. B.
Campion, J. J.
Cooper, R. L.
Cotsikas, L.
Cullen, T. P.
Dunkle, W. W.
Easter, C. D.
Flynn, P.
Fuller, J. C.
Goumas, P.
Hagemann, E. E.
Harrison, J. S.
Hatzis, J.
Healy, T.
Holtzen, F. R.
Horton, J. B.
Hugh, E. H.
Jones, F. S.
Jones, H.
Jones, J. H.
King, B. V.
King, H. G.
Lipman, E. L.
Lowder, E.
McClay, G. L.
McPhun, C.
Mason, A. E.
Merrill, F. W.
Morris, F. R.
Morrison, F.
Munday, P. H.
Osterode, F.
Panos, G.
Penick, J. N.
Polidori, F.
Raymond, G. A.
Santoni, C.
Schleub, A.
Schuback, J. H.
Sheridan, R. C.
Strohecker, W.
Swanson, K. F.
Thompson, C. A.
VanWinkle, B.
West, A.
West, W. H.
Wickett, C. E.
Wilkening, F.
Williams, C. T.
Willman, J.
Willwerth, J. F.
Witt, R. H.
Woodard, G. D.
Young, H. W.
Zucconi, E.

Our janitor, Fred Parker, is confined to the hospital and we hear that he is getting along nicely.

We had a visit with Conductor Curtin at the San Francisco Hospital. He seems to be doing well and expects to be out shortly.

And now all you boys that want a nice turkey dinner on that day call at the home of Conductor Roy Gallagher on Park Street. Roy is a good fellow, but try and get it.

The following named conductors of 28th Street Division have had no remittance errors for the month of October, 1934:

Beebe, L. R.
Beebe, R. R.
Boyer, V. C.
Brannigan, R.
Briggs, R. E.
Broshious, W. F.
Brown, D. G.
Cain, J. R.
Carter, H. M.
Carter, L. J.
Cyr, A.
Davis, O. M.
Doran, E. F.
Elsenhans, W.
Guerrero, C. J.
Hanback, A. M.
Hays, P. Z.
Headdon, J. M.
Heffernan, C. J.
Hennessy, J.
Higueria, M. F.
Holt, C. P.
Houston, A. H.
Jeans, E. C.
Johnson, J. F.
Jones, J. E.
Keegan, W. M.
King, W. E.
Leahy, T. P.
Lewis, J.
Long, F. E.
Lunden, P. H.
McCarthy, M.
Mates, C. H.
Mates, F. M.
Nicoletti, S. J.
Ochesky, H. L.
Papale, J. J.
Parmely, J. W.
Parulis, J.
Patterson, T. A.
Peak, C. J.
Rallis, G. N.
Sanders, G.
Siess, R.
Silvey, F. R.
Simon, E.
Slack, J. B.
Stout, V.
Sutilef, C. R.
Thompson, S. E.
Whelton, C.
Watters, K. B.
Wiser, J. H.

Conductor Hennessey has taken on weight since he got married. Now don't tell us it's the cooking.

Motorman Lang still thinks that Conductor Slack would make a handsome drum major for the drum corps.

Motorman Helbush is feeling much better again now that he is eating home once more.

Conductor Reinhardt is going to do his share towards the Community Chest by feeding all the pigeons around the City Hall.

Conductor Buzz Newman goes right home from work these days. He doesn't even stop to say "hello" anymore.

(Continued on Page 42)

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

Well, the big mystery of the month is, why was one of Conductor Moon's trouser legs shorter than the other? So we dispatched our Secret Service Operator on the case and here is his confidential report. "Mr. Moon used to go bicycle riding in Golden Gate Park to preserve his schoolboy complexion. One early Sunday morning he was racing a pal and only a few lengths ahead when he took a spill. When the dust cleared there he was on the ground with the cuff of his trousers caught in the driving chain. After a frantic effort to free himself, a kind old lady who was sitting on a nearby bench sewing, cut him loose with her scissors." So that, my friends, is why one of his trouser legs is shorter than the other. But, remember, this report is strictly confidential between us and don't spread the news around the barn and embarrass poor Mr. Moon.

* * *

A negro is born black, therefore he is not colored. He can become green with envy, purple with rage, yellow with fear and see red. Even when he is in the pink of condition he can turn gray with the blues.

* * *

Inspector Wilzeck's new theme song which he is singing to the night crews on Polk Street: "Come Right Back."

* * *

Dizzy Doogan saw two men shoot an eagle and as it fell to the ground, he said, "You fellows might as well have saved your powder, for the fall alone would have killed him."

FLASH!

HOLD THE PRESS!

Love in Bloom!

What everyone thought was just an innocent hunting trip for Mister "Heinie" Bockhup into the wilds of Bennett Valley turns out to be a courting trip. There is a young dark-haired widow on a ranch up there and she and Heinie are "that way". Who said there was no romance in this modern, old world?

* * *

Kid Russell says there are a lot of people in this world who hate publicity but don't like to have their names spelled wrong.

* * *

Kid Swanson, who has been here for some twenty odd years, did not recognize Ben Pellandini, who also has a long service record, in his "civies" and tried to collect a fare. Did he? You don't know Swanson like I do.

* * *

Question: "If all the cigarettes Joe Andretty mooched since he's been in the service of the Market Street Railway were laid end to end, what would it be?"

Answer: "A lot of bother."

* * *

One good thing about being off the day after election is that you don't have to listen to the "I told you so's".

* * *

And why is that bright smile on Gene's face? Ask his motorman, Jimmy Allen, he knows.

* * *

Motorman Desmond is glad that Conductor Woods signed up with him. He says a fat boy on the rear platform balances the car and makes it ride smoother.

A Modern Aesop Fable

An elephant had been endeavoring to rive the bole of a knotted oak with his trunk but the tree closed upon that member detaining it and causing the helpless animal intense pain. He shook the forest with his trumpeting and all the other beasts gathered around him.

"Ah ha, my friend," said a pert chimpanzee, "I see you have got your trunk checked."

"My children," said a temperate camel to her young, "let this awful example teach you to shun the bole."

"Does it hurt you much?" said a compassionate gnu. "Ah, it does, it does, I knew it must."

And while they were sympathizing with him, the unfortunate elephant expired in great agony.

Moral: Talk is cheap.

* * *

When it's the first born these new daddies are shouting the news to the skies, but when it's the third, it's also news. The third little one to bless the home of W. P. Bradshaw is a little girl about a month old. Mother doing fine, thank you.

* * *

Little Jerry Wright is as proud as a peacock these days. And why shouldn't he be? Is he not the drum major of our drum corps? And didn't he and Kimber and the other members of the Corps make a splendid showing in that recent parade? And winning a cup donated by City Attorney O'Toole for third place was a credit to the platform and shop men.

* * *

Riley Kimber and Kimber, Jr., all dressed up for the occasion, gave the Mission Street Halloween parade a thrill.

* * *

Since the gold star team of Walker and Webster has deserted Polk Street, that drugstore on the corner of Polk and Jackson has lost a couple of good customers.

* * *

Conductor Williams, (which one?) F. A. Williams, pardon me, says that a conductor need never go hungry, he can drink his punch and eat the dates off his transfers.

* * *

Now that we have a drum corps, Motorman McIsaacs and Joe E. Brown are rustling up a baseball team. Sign up and get into training, you hitsmen.

Hancock Bros. INC.

EXPERT

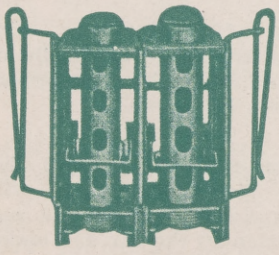
Ticket Service

Railway Tickets, Transfers, Commute Books

25 Jessie Street, San Francisco

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST

By Using a



JOHNSON UNIVERSAL CHANGER

Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.

IMPOSSIBLE TO MAKE A MISTAKE

Obtain in Employment Bureau, 729 Holbrook Bldg.

Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

Geneva Eight Wheel Gossip

By G. H. MAGNUSON

Clarence Morgan, dispatcher from this division, is looking in the pink of condition these days after a little vacation. It surely makes one feel good. What say you, Clarence?

Gust Magnuson is back, hard at work, after a well spent vacation in Los Angeles, where we hear they serve twenty ounce glasses of beer, and Gust was one of their best customers. He left his forwarding address before he went away, which was not County Jail No. 1. Gust, by the way, how are all the pretty girls in Los Angeles these days? We hope you gave them our best regards, as it won't be long now before Clyde Spillane will be traveling south.

We are indeed very sorry to report that our good old stand-bys Mike Lewkowicz and Frank Petiti will soon be running the big whistle cars up and down Mission Street, as they both are giving their dogs a rest for a while. Next time, we will open the dog races at Visitacion Valley so both you boys will be near home.

Any trainmen from this division who want to take up wrestling see our good friend Motorman J. L. Roberts, and same can be fixed to be held at Geneva Avenue Restaurant.

The boy with the school girl complexion is back hard at work in this division after working at 28th Street Division, namely, James Clifton Overall. O my, what a pretty name you have, Mr. Overall.

Have any of you boys seen Inspector Charle Overall around with his new house on wheels? Maybe Charle is afraid Harry Cohn will be looking for a good place to sleep when he happens to be in the dog house. Charle can be seen every day taking his house to work so our friend Harry will not be able to get inside. Charle, keep your eye on that good bed.

Conductor James Malerbi is now sporting a new uniform, cap, and a pocketful of good cigars since Jimmy is part owner of a lot of dogs down at Baden Kennel Club. What's that song Jimmy is singing now? "We are in the money." Big stuff now, my boy.

This division always thought that Burt Flieger was a big shot when it came to fishing, but we changed our minds after looking over Roy Wetzel's record, and, believe it or not, I know.

Motorman Tom Materazzo is still living the high life by doing all the swell night clubs. He may be seen any night at the Geneva Avenue Grill. Keep up the good work, Tom.

Joe Cantoni, the mayor of Visitacion Valley, is back on the line again, red tie and all. Watch out, mothers, for this young man.

George Bernstein is resting up in the country, and from all reports he is putting on plenty of weight; the main thing, he is going to bed early every night. Keep up the good work, and it will not be long before George will be back at work.

Sand boxes at Sutro's for the little kiddies, also a wading pool, make a safe place for them to play while mother sews or reads. Tell your friends and neighbors. Car No. 2 direct.

Following is a list of motormen and motor coach operators at Geneva Avenue Division who had no chargeable accidents from May 1, 1934 to November 1, 1934:

Adams, C.
Adams, W.
Benone, F.
Blakeley, C.
Brackhahn, W.
Brayshaw, J.
Brodbeck, A.
Butler, S.
Charlton, T.
Conte, J.
Cook, A.
Currie, R.
DeMaria, J.
Dittero, C.
Doran, T.
Dussourt, C.
Euchler, C.
Floresn, N.
Fenton, C.
Fitzpatrick, M.
Fredericks, J.
Frescura, J.
Gannon, E.
Gehring, R.
McCune, E.
McManus, F.
McNeil, J.
Mann, B.
Menendez, M.
Mesusan, C.
Milliken, L.
O'Maley, J.
O'Neil, F.
Piffero, A.
Preston, J.
Psarras, N.
Quinn, A.
Quint, A.
Ray, A.
Ray, E.
Refatti, D.
Restani, C.
Roberts, J.
Rothfuss, H.
Russell, T.
Schelley, L.
Gerlach, C.
Gikas, C.
Grassi, W.
Hagan, F.
Harrison, G.
Hayes, W.
Heissenbuttel, J.
Heinzman, V.
Hollen, M.
Isola, J.
Johnston, B.
Jones, H.
Kenny, M.
Knight, J.
Konig, W.
Latrouel, F.
Leis, W.
Lewkowicz, M.
Loskey, F.
Lusk, W.
McDevitt, W.
Schepp, N.
Scialenca, G.
Short, R.
Shroyer, W.
Slade, C.
Stack, C.
Stamos, N.
Streich, A.
Tanner, E.
Taylor, L.
Taylor, W.
Vissas, F.
Waite, W.
Walters, R.
Walters, F.
Welch, F.
Welch, P.
Wells, T.
Wetzel, R.
Wilson, G.
Wood, C.
Woodrow, O.

We are sorry to state that Jim Royston is in the hospital, so a visit from some of the boys will be appreciated by him.

Motorman Ben Mann looked exceedingly well on his last visit to San Francisco after living a nice quiet life in the great open spaces, and is in the best of health. All the boys from the division will be looking to see you back at work soon.

Conductor A. Bohnert is back hard at work after a much needed rest at his ranch up in northern California.

John Hummel has turned over a new leaf and is working every day. You will see him at Russia and Mission Streets every morning with that big smile for all the fair ones that board the street-cars at this point.

Bill Baldauf is back in harness after a vacation spent at his ranch up in the Santa Cruz mountains.

Conductor John Welch is the proud father of a big baby boy. Boys, have you noticed how Uncle Frank and Uncle Ike have their chests swelled out these days?

Conductor Joe Meisl and Motorman Sam Powell have a birthday this month. If you boys will note what a couple of young boys both these trainmen are and follow their example, you may all live to a ripe old age.

Motorman Wilson has a baby buggy for sale. There has been some very keen bidding for it from Conductors Muther, Jones, Ghent, and Motorman Roberts. We believe the first man that needs it should get it.

The children in Visitacion Valley love Conductor Vanderbuild so much that on Hallowe'en night they gave him lots of fruit and vegetables, also an old Ford body and a telephone pole.

Conductor Perry saw red on Hallowe'en night, but it was only an overripe tomato.

SIDE GLANCES AT GENEVA OFFICE

Time: The Present

(With apologies to Shakespeare)

Voices are heard in heated argument.

Schirmer: "Maggie, you so-and-so moocher, give me back my pencil."

Maggie: "Say, listen! This isn't your pencil; I bought this myself; why don't you buy some, you big blankety tite-wad."

Voice at window: "10 Guerrero, please!"

Schirmer: "I ordered four dozen and I get two pencils."

High pockets, superintendent of sanitation: "I can tell how many cigarettes these eggs sit around and smoke by the piles of tobacco they leave around."

Voice at window (a little louder): "10 Guerrero, please!"

Al, Maggie and High Pockets are heard still arguing the pencil question when the knob on the door of Superintendent Francis' office turns.

Al's typewriter speeds into high, so does High Pockets' broom.

Maggie steps briskly to the window and asks, "Did you ask for No. 10 Guerrero?" whereupon the man at the window faints.

* * *

Motorman Matarazo is a man who contends that even though he sleeps whenever or wherever he can find a comfortable chair, he always sleeps with at least one eye open, and is always in cognition of the doings of those about him; one of his favorite snoozing corners is in the restaurant where many of the Geneva men eat. So Tom had a real surprise a few nights ago when he came back from the land of dreams to find both his hands and feet tied to his chair, and the rare and emphatic phrases by which he expressed his feelings individually and collectively to those scientific minds who were most interested in this experiment no doubt had a real meaning.

Following is a list of conductors at Geneva Avenue Division who had no remittance errors in their turn-ins from September 20, 1934 to October 25, 1934:

Adams, W.	Petiti, F.
Baldauf, W.	Smith, H.
Benone, F.	McElroy, R.
Berta, V.	Babich, M.
Ensley, J. E.	Galligan, B.
Hennessey, G.	Churchill, P.
Jacobs, G.	Restani, L.
Knight, J.	Gentil, P.
Lopez, S.	Johnson, J.
Magnuson, G.	Bernstein, G.
Meisl, J.	Guttman, M.
Menendez, M.	Muther, B.
Nicolette, M.	Jones, L.
Spillane, C.	Cook, T.
Strelesky, J.	Gardner, B.
Tennler, A.	Dittero, C.
Stoner, I.	

* * *

If any of you wonder why it is that Assistant Dispatcher J. Royston goes around with his fingers crossed, and has that calculating look in his eyes, just remember it's Dispatcher Royston's duty to answer the various feminine voices who call in to ask, "When will our husbands or sweethearts be through work?" That would make any good railroad man Stop, Look and Listen. * * *

For five years or more the friendly "Kolb and Dill" combination of Motorman John Hershaw and Conductor J. McDevitt have shared the work on run No. 5 Sub, and we all enjoy hearing the regular, "Hello, John, is that you?" from Conductor J. McDevitt, and the jolly reply, "Ja, dot's me." This crew has proved what cooperation means, and we hope nothing will ever break up this friendly team. We could all profit by more of the fifty-fifty team work in Geneva Division. * * *

Of course, we can't close our pages without congratulating J. Strelesky. If the Byllesby Post bazaar sells such gorgeous neckties as the one he now wears, no wonder the Post grows so rapidly.

Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS

She lost her shoes on the street car
And when she called we returned her shoes
And she was happy to get them back
But what impressed us most was how jolly she was
Even though her hair was grey
And her hands were gnarled from much hard work
And the remarks she made
In a southern drawl
Which went like this
"Doggone I'm sho' glad to get my shoes back
I was taking them to the shoe shop
To get them repaired
And that they sure were 'purty' when they were new
But now the heels needed new caps
And the soles would have to be repaired"
And all the while she patted my hand
And laughed at her carelessness
Her laugh was infectious
It made us happy that we were able to be of help
And made us feel
That maybe we were wrong in taking life too serious
And we know you'll all agree
That if we didn't help each other
This would be a sordid life indeed.

* * *

Omar Says:

What, without asking, hither hurried WHENCE?
And, without asking, WHITHER hurried hence!
Oh, many a Cup of this forbidden Wine
Must drown the memory of that insolence!

* * *

Sick, Lame, and Lazy

Motorman Borba is on an indefinite sick leave due to bronchial trouble. His doctor advised him to go to Los Angeles.

* * *

Conductor Prideaux is still off sick, but we understand he is improving.

* * *

Motorman Boschetti is still off sick and in St. Francis Hospital. Last report is that he is improving.

Motorman Rich has a case of the shingles. No, not the kind you put on houses. But in this case it's on his head.

* * *

Side Glances

Friedman, Eisenberg and Bergman all bought hay for Iceberg. It's 'Sokay' says they. For it's all in the family.

* * *

Conductor Liff bought himself a new pair of shoes with the following results: Leather went up ten points. England had to build another boat. Their beam was too broad to enter in the International Yacht race. And now he is fitting them out for a round-the-world cruise.

* * *

Sizable Compliment

He: "Believe me, Miss Euphonia, when I dance with you I feel as if I hold the whole world in my grasp."
—Die Woche im Bild (Olten).

The following motormen at Turk and Fillmore Division have had no chargeable accidents during the past **six months:**

Anderson, M.	Murnane, T. J.
Andrews, C.	Menegon, P.
Blue, F.	Madziarski, W.
Boschetti, M.	McLaughlin, C.
Balthaser, E.	Nelson, A.
Baronie, R.	Norris, F. W.
Bethell, J. W.	Rohrer, M.
Burns, M.	Ray, B. H.
Carley, L. S.	Ryan, J. J.
Funnemark, C. L.	Schoonover, J.
Himes, J. W.	Stevenson, D. K.
Juedes, J. J.	Stenberg, A.
Jones, J.	Smith, E. E.
Jones, W. M.	Strong, E. L.
Kennedy, P. M.	Summers, C. E.
Kelley, W. H.	Settlemeyer, D.
Knight, H. L.	Sawyer, J. C.
Lynch, J. J.	Tamblin, J. A.
LaRue, G. L.	Wallace, O. L.
Law, H. A.	Watts, C. F.
Loomis, J. J.	Zitzelsberger, F.
Loomis, H. J.	

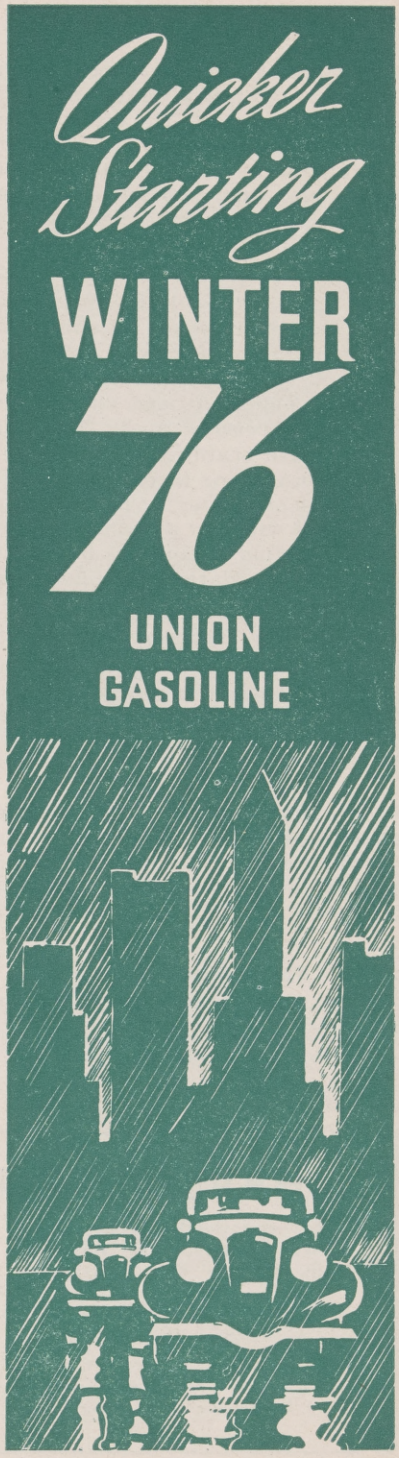
* * *

The following conductors at Turk and Fillmore Division have had no errors in their remittances during the month of October, 1934:

Bergman, C. F.	Holsclaw, E.
Beck, C. O.	Hall, G. H.
Blacklock, F.	Krausgrill, W. L.
Barrett, J.	Kennedy, G. W.
Burnett, J. W.	Longfellow, J.
Boothe, F. R.	Marcum, H. M.
Carver, J.	Milanesi, L.
Conroy, P.	McCullough, J.
Coverdale, R. T.	Olson, J.
Cornac, J.	Nyhan, J.
Dorgan, W.	Northway, W.
Ellis, G.	Reynolds, B.
Fernandes, E. S.	Stevens, C. N.
Friedman, D.	Taylor, F.
Giblin, P. V. J.	Waring, R.
Hollis, A.	West, G.

A Good Buy

A woman in Antioch, Calif., purchased two live chickens at a poultry market. They yielded $20.50 worth of gold nuggets when she prepared them for cooking.



We have heard a lot about "dirty looks" but this one takes the, what have you to offer? The air pump on a certain Fillmore car stopped. New air fuses were tried, etc., to no avail. Conductor Rogers came along and gave it a "dirty look" and the darn thing started.

* * *

It happened on Halloween night. Motorman McLaughlin was doing patrol duty in the vicinity of Baker and Turk Streets, when all of a sudden an auto pulled up, and out get two of San Francisco's finest. Then you should have heard Clarence talk, just what he was doing there and so forth. It developed later that Conductor Collison's wife saw a suspicious character standing around her house and turned in the alarm. Now Clarence is known as Public Enemy No. One.

* * *

What's become of the duck hunters? We haven't heard a single report from them. What's the matter, 'fraid to get tootsies wet?

* * *

The fishermen are still on the job. Conductor Taylor went early one morning and got plenty wet. But he said he wasn't hungry, therefore no luck.

* * *

The Tailor President

While President of the United States, Andrew Jackson made a suit of clothes as a birthday gift for a friend.

28th and Castro

(Continued from Page 34)

Conductor F. M. Mates, after a serious operation, is progressing favorably. We all will be very glad to see Mervyn back on the job again soon.

* * *

NOTE: J. M. McAuliffe is doing expert watch repairing. See him in the Time Shop near the Market Street entrance of the Crystal Palace Market.

* * *

Following is a list of our 28th Street family who are absent through sickness and whom we hope to see on the job soon:

Sutilef, C. R.	Boitano, V. J.
Jones, J. E.	Brown, G. E.
Fehring, U. B.	Santoni, C.
Lowder, E.	Merrill, F. W.

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Corner of Sutter & Kearny Streets
FIREPROOF
POPULAR RATES

Washington and Mason

By L. P. DAHL

The following boys have been on the sick list for some time and we hope to see them back on the job real soon. D. Dineen, H. Cohn, W. Pennington and D. O. Kelley.

The boys had a hot tip on a horse by the name of Early Star on the opening day of Bay Meadow races. Early Star turned out to be a late star. Better luck next time, boys.

Conductor W. E. Pelkey has signed a contract to box Gripman L. Nicholas ten rounds, winner take all. The boys favor Nicholas, ten to seven, that he wins by a knockout.

Anybody who would like to get the low-down on politics, see our leading politician, Conductor Nick Revello.

Gripman Hollis Francis Latimer failed to hear his alarm clock go off one morning recently, so he spent a few days on the bench.

Day dispatcher George A. Jewett will start on his vacation in the near future. We all hope that you will have a very good time, George.

L. P. Dahl just returned from his vacation spent in the south where he had a wonderful time.

Conductor Joe Sunseri attended a very smart wedding one evening recently but failed to hear his alarm clock go off the next morning and spent the day on report.

Gripman "Swede' Schaldack was seen one Sunday recently with a very charming young lady. We are anxious to know her name.

We wish all the boys at Washington and Mason Division a very happy Thanksgiving Day.

Here we have "General Handsome" Sam Kastumis in his hunting outfit with his bloodhound. The hound is giving Sam the laugh because he did not get any wild game.

Gripman Sam Bailey failed to get up one morning recently, so he spent a couple of days at the car house playing checkers.

Conductor J. Sowers was seen going home one evening with a big bouquet of flowers. He must have been in the dog house.

We heard that Conductor W. Cammack was giving a few lessons on how to play pedro.

We wish the following boys at Washington and Mason Division birthday greetings — J. Guerin, F. White, G. Daskalakis, S. Dellis, R. Keane and T. Lonich.

Sutro—at Your Beck and Call

(Continued from Page 27)

TUCKER, J. M.—Takes all curves slowly so that his trolley pole remains on the wire; this saves time and the good will of the conductor.

WHITEHEAD, SAM.—Believes in railroading, and his old steam road experience sure is a great help in the street car business.

WILLIAMS, J. G.—After working for many years on the work car he realizes that it never pays to be in a hurry. When you try to get there in no time you are sure to meet up with something.

WITTMER, E.—Never wants his picture taken, but he can sure run a street car and keep away from accidents.

That "John Hancock"

If every signer of the Declaration of Independence had written his name as large as did John Hancock, there wouldn't have been room on the sheet.

Let the Men Beware

Seven states of the United States, and the District of Columbia, have more women than men. They are Massachusetts, Rhode Island; New York, North Carolina, South Carolina, Georgia, and Alabama.

Sandpaper

The coated abrasive usually known as sandpaper has no sand. The abrasive agent is generally flint or garnet. Sometimes silicon carbide is used.

First Subway

The first underground railway was constructed in London. Eng., in 1853, running from Edgeware to King's Cross.

Birds Find a Friend

A bakery in Philadelphia gives hundreds of loaves of stale bread each week to the Society for the Prevention of Cruelty to Animals to be scattered in various parts of the city for birds.

Spanish Settlement

It is against the law to build anything but Spanish type houses in San Clemente, Calif.

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Third Street Overhead Flashes

By G. E. GRAVES

Well, well and well — the months sure roll around, seems like I'm no sooner through with one column when it's time to start the next, and speaking of the passing of time, don't forget it is Community Chest time—be sure and step up and lay your money on the line, boys, they deserve it.

* * *

The dance given by our fellow employees at California Hall was very well attended, so well, in fact, that after being stabbed with spike heels from all directions and pinned to the floor by company brogans a couple of times, after several struggles, Ye Editor and Frau departed, glad to escape with whole skins. However, it was a great blowout.

* * *

A lively growl was heard from Motorman "Gus" Stoltz when the air valve on the car he was working lifted and sprayed him with grease and water, almost ending the services of that veteran uniform that has stood by him through thick and thin. His remarks anent the subject smacked saltily of the sea.

* * *

Conductor "Walt" Diefendorf spent his first night out after his illness attending the company dance and enjoyed it hugely. We hope by the time this issue comes out he will be back on the job again.

* * *

Motorman John Halkyard has a standing bet that his conductor can lick any conductor's motorman on the line. Step up, you huskies, both sides, boys.

* * *

Below is a list of motormen at Third Street Division who had no chargeable accidents from April 1 to November 1, 1934:

Almlund, J.
Assinos, G.
Allemand, J.
Andersen, G.
Behnke, C.
Byron, D.
Clinton, M.
Du Bose, B.
Dudune, S.
Elsus, W.
Graves, G.
Eaton, A.
Greiner, J.
Hays, G.
Hergott, S.
Hutchings, W.
Hoppe, F.
Krueger, C.
Lera, P.
Laughlin, W.
Laherty, R.
Michelini
Merryman, G.
Mead, J.
Missa, S.
Mamas, J.
Palameta, J.
Percival, O.
Rodenberger, M.
Rechnitzer, H.
Rodenberger, H.
Ruiz, S.
Stephens, H.
Simas, A.
Smith, G. A.
Slaby, A.
Stojanovich, S.
Schmidt, G.
Stone, T.
Soltz, A.
Theodos, J.
Yowell, R.
Williams, C.
Finn, W.

* * *

The following conductors at Third Street Division were not on the short list during the month of October, 1934:

Church, F.
Sumner, H.
Gianola, D.
Cassotta, D.
Gyorgy, J.
Schivo, E.
Norcia, P.
Bauman, G.
Elliott, J.
Glennon, J.
Mason, W.
Smith, M.
Sullivan, E.
Scarry, L.
Owen, W.
Winans, A.
Skinner, C.
Cadigan, T.
Lose, F.
McCabe, B.
Cerelli, J.
Dinneen, J.
Barker, H.
Holmes, F.

Hearing that them thar Texans are a mite "techy" and quick on the draw at the slightest provocation, Motorman Sammy Dudune hesitated for quite some time getting up his courage to the point where he could apply a popular nickname to Motorman Byron, but at last, in fear and trembling, one foot stepping forward, the other dragging back, he managed to whisper "M a h a t m a Ghandi" in Byron's astonished ear, and to his great relief—nothing happened!

' ' '

Commendation is due Motorman "Toad" Rodenberger for a small service, which, undone, might have had serious consequences. He stopped his car to remove a piece of steel wedged in the groove of the rail, which most certainly would have broken a wheel flange if allowed to remain there. It is constant watchfulness in these small details that help prevent large disasters. More power, "Toad."

' ' '

We hear Motorman "Fat" Andersen is a proud father—many congratulations, George.

' ' '

An orchid to one of the finest women we have had the honor to know, the mother of Conductor Charlie Edwards. Incurably crippled, she is as spry and cheerful at seventy-three as many a woman half her age. She carries on with devoted maternal zeal for Charlie, keeping up a home for him, doing all her own house work at that incredible age — and can she cook? Oh, boy! one of her peach cobblers will live in your memory. There are not many women at her age that can get about as she does. Cherish her tenderly, Charlie, that her days may be longer in the land.

' ' '

Motorman "Joe" Maslach and his goats have finally come to an agreement and the goats are on a paying basis once more.

Speaking about goats, Conductor "Fat" McGough and Motorman Messa were heard discussing plans for a goat farm if they should win the prize offered by the Eagles Lodge. That sounds like a lot of goats, boys, can't you think up anything more exciting?

' ' '

Which reminds us—the subject of Arabian horses was brought up the other day—and herewith we quote Captain A. R. Beverly-Giddings, a noted authority. The true Arabian horse is becoming so rare that authentic Arabs are beyond price. The most noted stables are owned, or were until recently, by Lady Wentworth of England, known as the famous Crabbet Arabian. In appearance the Arab is small with much arching and curves, his small muzzle will permit him to drink from a pint measure, very large eyes, with several less vertebrae in back and tail than the ordinary horse—very

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* * *

With all this talk of horses, goats, canaries, cats, and what have you, Third Street should be able to equip a sizeable zoo with a few ducks, geese, fish and deer from the game hunters. Freddie Church, take notice.

* * *

Conductor Tredway is selling Christmas trees this year, fresh from his ranch in Lake County. Don't forget him as that time rolls around.

* * *

NEWS FLASH: That confirmed bachelor, Inspector "Toby" Larson, has put it over—a week or so ago—he is now a benedict. Heartiest congratulations, Toby, may all your years be happy ones.

* * *

Very Light

New Washerwoman: "How many am dere in yoh family, Missus?"

Mrs. Newday: "Oh, I have six children, but they are all girls and grown, so the wash will be very light."—Grit.

* * *

Wanted a Change

"I think," said the mild-mannered man, "that I will go into politics."

"Ambitious?"

"No, I'm tired of being told my faults by candid friends whom I really esteem. I'd like to read about them in the newspaper for a change."—Washington Star.

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EMPLOYEE'S EXCHANGES

FOR RENT—Cosy room and private bath; kitchenette if desired; $12.50 month. Motorman H. Jones, 1159 Brunswick Street.

FOR RENT—One block from 28th Street car house, sunny 4-room apartment flat, just renovated — rent $19.50. Conductor D. Casotta, 25 Godeus Street.

An ordinance forbidding soliciting without first securing a permit from the Chief of Police, is your protection against those making pleas for funds or house to house soliciting. If you are approached for a donation by some unknown person or for some unknown organization, ask to see their permit from the Chief of Police. If they fail to show you a permit, properly signed, report the circumstance to the Chief's office and it will be investigated. This is for your protection.

Removal of 1400 or more election cards from electric light poles consumed 240 hours of work by Pacific Gas and Electric Company employees. The company has petitioned the Police Department to enforce the ordinance prohibiting that mode of political advertising.

Answer to Puzzle on Page 12

E	O	L	I	A	N		R		H	O	N	E	S	T
S	M	A	R	T		P	E	R		R	I	V	E	R
C	E	D	E		C	R	E	A	M		P	I	N	E
A	G	E		T	R	A	F	F	I	C		L	O	P
P	A		P	R	E	Y		T	R	A	P		R	A
E		C	R	O	W		N		E	M	I	T		N
	F	R	E	T		B	A	T		P	O	R	T	
D	E	E	M		F	A	I	R	Y		N	E	E	D
	D	A	I	S		D	A	Y		D	E	A	N	
D		K	E	E	L		D		S	E	E	D		W
I	N		R	E	E	D		S	T	A	R		S	O
S	O	B		M	A	R	T	I	A	L		H	E	N
P	O	E	M		D	A	I	R	Y		H	E	R	D
E	S	S	A	Y		W	E	E		B	U	L	G	E
L	E	T	T	E	R		R		T	E	M	P	E	R

BAD FIRE SEASON ENDS

California's most dangerous forest fire season in ten years is considered at an end by U. S. Forest Service officials, and restrictions on travel because of hazardous conditions are being removed in many of the national forests. The northern forests are well soaked with rain and snow, and the south is safe except for a possible belated dry spell.

According to J. H. Price, assistant regional forester in charge of forest fire control, the summer of 1934 was characterized by lower humidity and higher winds than have been experienced since 1924, when a total of 1,932 fires burned 762,150 acres in the California national forests, costing $1,675,000 to suppress. In the past summer, in these same Federal forests, 2,054 fires burned 82,773 acres and the suppression cost was $244,943. Better organization and preparedness, with the help of the CCC, are given as reasons for the great reduction in acreage burned and costs in spite of an increased number of fires.

The CCC boys put in 179,926 man-days fighting fires in the national forests to September 30. The end of the fourth enrollment period came at the same time as the end of the fire season, disbanding many crack fire fighting units. Each CCC camp had a special fire crew ready for call at all times of the day or night, but the whole camp, or several camps, would often take part in a large fire. Forest officers give high praise to the spirit and determination of these boys, to whom a large part of the credit is due in the saving of valuable forests and watersheds.

According to Price, the largest job still confronting protection agencies in the State is the prevention of fires caused by carelessness. The number of man-caused fires, as distinct from those caused by lightning, this year increased more than twenty per cent over the five year average, proving that there is still a long way to go before attaining satisfactory fire prevention results.

The Golden Rule

The Christian Golden Rule is an "unwritten" law the world over. It bears a varied interpretation, but the principle has never been compromised. Here are a few variations:

Do as you would be done by.—Persian.

Do not that to a neighbor which you would take ill from him.—Grecian.

What you would not wish done to yourself, do not do unto others.—Chinese.

One should seek for others the happiness one desires for one's self.—Buddhist.

He sought for others the good he desired for himself. Let him pass it on.—Egyptian.

Let none of you treat his brother in a way he himself would dislike to be treated.—Mohammedan.

The true rule of life is to guard and do by the things of others as they do by their own.—Hindu.

The law imprinted on the hearts of all men is to love the members of society as themselves.—Roman.

The Holy Bible gives it as follows: "All things whatsoever ye would that men should do unto you, do ye even so to them."

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